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GREATER HAIGHT-ASHBURY CUMULATIVE ASSESSMENT REPORT

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INTRODUCTION

This report presents in one document the cumulative environmental impacts for various projects proposed in the Greater Haight Ashbury, an area generally bounded by Anza/O'Farrell St., Broderick St., Roosevelt Way, 17th St., the southern boundary of UCSF, Kirkham St., 9th Ave., Lincoln Way and Stanyan St.¹ This has been prepared in response to neighborhood concerns about several major projects proposed for the Greater Haight Ashbury area.

Representatives of various citizen organizations in the area asked for a single environmental impact report (EIR) which would analyze the environmental effects of the various projects. As the projects were unrelated other than by their location within the Greater Haight Ashbury, and some projects were still being formulated and were very ill-defined, a single EIR covering all their impacts was not appropriate. (This would have required that the most advanced project wait until the least advanced project was sufficiently defined to be covered in the EIR.) However, the Department of City Planning determined that it would be desirable to provide an overview of cumulative impacts of all these projects, without tying it to preparation of a single EIR. Projects considered in this report are listed on Table 1-I. In addition to those listed on Table 1-I, the Recreation and Park Department's proposals to remodel Kezar Stadium and to revise Golden Gate Park's circulation pattern have been analyzed but less quantitatively due to the speculative nature of these projects.

In spring of 1984, arrangements were made for the sponsors of projects under review in the Greater Haight Ashbury area to provide reports from environmental consultants on those impacts from any one project which might overlap or accumulate with those of other projects. The production of a single report requiring the sponsorship of several project sponsors in this way was unprecedented, requiring considerable cooperation and coordination. This report is being circulated for public review and comment, after which it will be revised as necessary and a final version published. Its information will be referenced for the analysis of cumulative environmental effects in the environmental documents produced for individual projects still requiring City approval.

The environmental impacts determined to have potential cumulative effects are visual, transportation, air quality noise, and construction impacts. In addition, the cumulative growth-inducing effect of the projects is discussed. There are a number of concerns involved in the consideration of the proposed projects other than those environmental impacts. Also, each project may have a number of environmental impacts, such as shadow effects which could not react with the environmental impacts of the other proposed projects in such a way as to have cumulative effects. This document does not investigate those issues. Environmental issues that would not accumulate will be discussed in the environmental documents produced for each individual project still requiring City approval. Likewise, non-environmental issues such as socio-economic concerns properly would be included in testimony and debate in public hearings convened for consideration of any approval actions on the projects themselves.

1. The designation of this area as the "Greater Haight Ashbury was suggested by seven members of community organizations representing the area in a letter dated April 12, 1983 to the President of the City Planning Commission.

**Table 1-1
GREATER HAIGHT-ASHBURY AREA PROPOSED PROJECTS**

<u>Name</u>	<u>Existing On-Site Uses</u>	<u>Proposed Uses</u>
USF Health and Recreation Facility	Loyola Hall - 78,912 GSF (to be demolished) Loyola Gym - 12,384 GSF Soccer Field (184 parking spaces, 3 lots)	Swimming pool, racquetball courts, alumni club, multi-purpose courts, other facilities - 110,445 GSF Loyola Gym - 10,920 GSF (lobby to be demolished) Soccer Field-renovated (162 parking spaces, 1 lot)
St. Mary's Medical Office Building	vacant lot	100,000 GSF medical office building (375 parking spaces)
USF Co-generation Power Plant	105-space parking lot, USF campus	9 megawatt power plant
Cannes Apartments	vacant lot	8-unit apartment building (8 parking spaces)
Urban School of San Francisco expansion	four 800 SF apartments two 1,400 SF apartments (2 parking spaces)	Conversion of apartments to new school facilities (5 parking spaces)
*Polytechnic High School Conversion	old Polytechnic High School, used for storage (generates some truck traffic)	140 dwelling units or 160 dwelling units and day care center or 230 dwelling units and 20,000 SF (600 parking spaces)
St. Joseph's Hospital Conversion (Park Hill Residential)	Former hospital, had been used by 60 employees for administrative purposes	136 dwelling units (136 parking spaces)
UCSF Vision Research Module	vacant lot	40,000 SF building

Notes:

* = Project has several proposed alternatives.

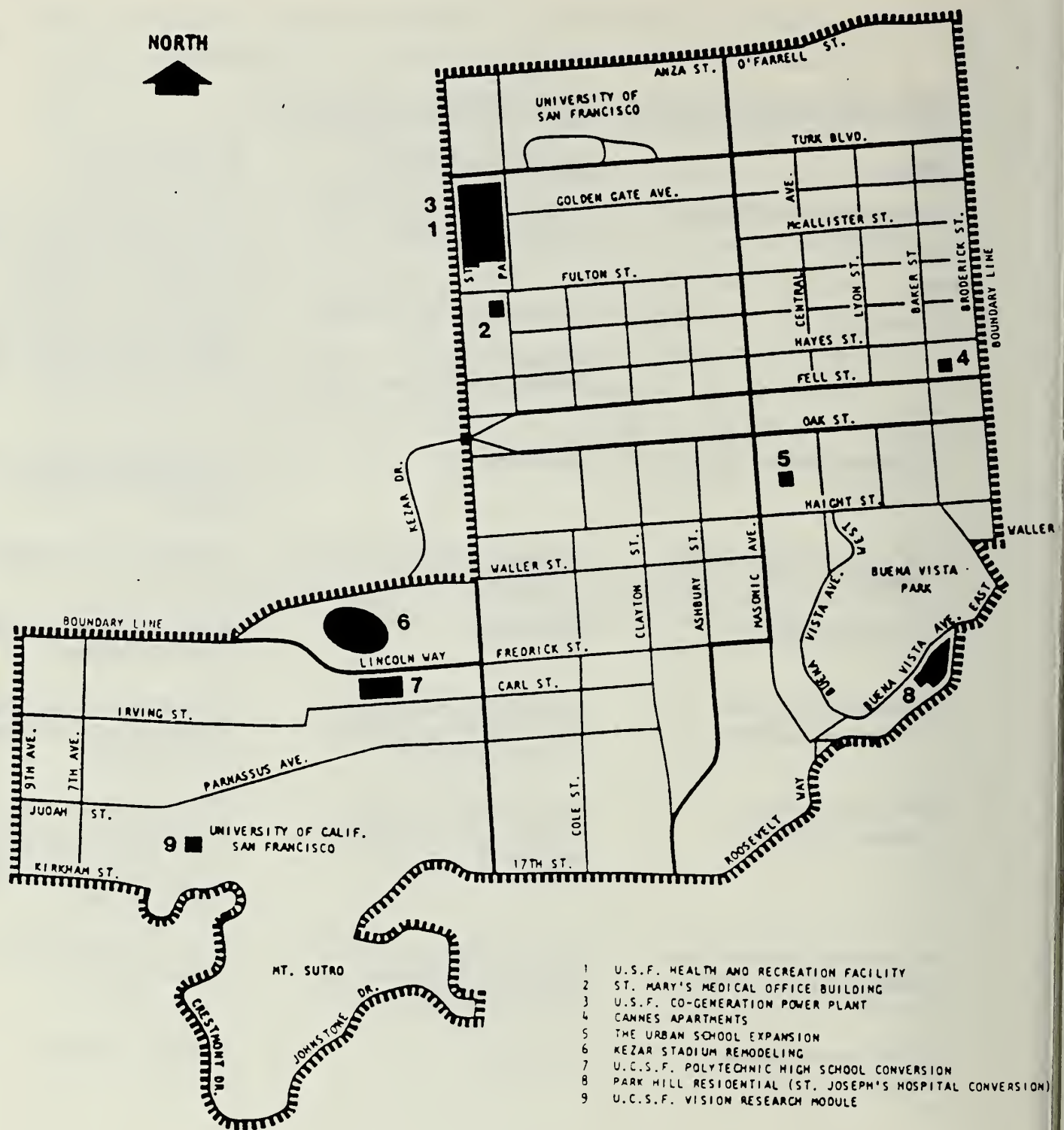


Figure 1-1
GREATER HAIGHT ASHBURY AREA
PROPOSED PROJECTS

BACKGROUND

A Brief History of the Haight Ashbury District¹

The Haight Ashbury area was part of the land granted by the Mexican government in 1845 to Yerba Buena, the town that was to become San Francisco. The first settlement occurred in 1870 when a home was built on a 9-acre ranch around Cole Street. That year, the bureaucratic foundation for the development of Golden Gate Park was laid. In 1883 the first cable car line opened along Haight Street. Later, cable car lines terminating at Stanyan Street were developed on McAllister, Hayes and Oak Streets to service Golden Gate Park. A steam railroad was built from Stanyan to the Ocean along Lincoln Way. The presence of this transportation network from downtown to major recreational spots produced a development boom especially after the 1906 earthquake and fire forced commercial and residential migration westward. By the late 1920's the area contained a number of educational and medical institutions including 2 elementary schools, Polytechnic and Lowell High Schools, the University of San Francisco and UC, St. Mary's, St. Joseph's and Harkness Hospitals. Kezar Stadium was completed in 1925.

The deterioration and subdivision of much of the housing stock in the area began with the Great Depression. The housing shortage of World War II and the change in family size and life style accompanying the prosperity that followed the War also caused subdivision of the large Victorian houses and increased the density in the area. The flight of the middle and upper classes to suburbs during two decades after World War II left the Haight a low-rent high-density area available physically and financially to a variety of less prosperous persons. The low rent of the area is considered to be one of the factors attracting the population that made up the famous "Haight-Ashbury scene" of the 1960's. Meanwhile, the park and various institutions continued to attract professionals, students and visitors.

Today, the diversity and density of its population, its access to transportation and parks, its commercial and institutional development and its architecture contribute to the area's appeal as a place to live. Rising energy costs as well as changes in social attitudes derived from the '60's and the renewed interest in older houses and communities derived from disenchantment with the suburbs has spurred a return of the middle classes to inner city communities such as the Greater Haight-Ashbury area.

A Brief History of Land Use Problems in the Greater Haight-Ashbury

Golden Gate Park

Golden Gate Park has been a major feature of the area for the entire history of the Greater Haight. It has brought people, prosperity and transportation facilities as well as traffic and parking problems to the area. Fortunately, its greatest traffic and parking generation occurs on weekends when other nonresidential land uses in the area generate less traffic. The Park contains Kezar Stadium which generated large traffic and parking problems when it housed professional football. It also contains several museums capable of generating a large number of visitors, especially during popular museum exhibitions. During the "King Tut" exhibition, a special shuttle bus service was used to move visitors from a parking area on the Great Highway. Proposals to add facilities such as museums to the Park have consistently raised concerns from surrounding residents about traffic and parking problems in addition to loss of park open space.

Kezar Stadium

During the early life of Kezar Stadium it was used mostly for football games between local high schools and colleges. Professional football arrived in San Francisco in 1946 and was played at Kezar through the 1970 season. This brought monumental parking impacts not only to the streets of Golden Gate Park but to the streets, driveways and yards of the surrounding residential area. Many fans parked downtown and took the "N" streetcar, but some paid residents for yard and driveway space. Some even drove to the area the night before the game to get a space.²

The Freeway

During the superhighway boom of the 1950's, the State Department of Transportation proposed to extend a freeway from the Highway 101 "skyway" along the Golden Gate Park panhandle and through the Park to Highway 1. While the idea seems radical to most San Franciscans now, it was not unlike what was happening at that time throughout the country to less prosperous inner-city neighborhoods. The proposal was defeated after intensive and lengthy efforts by residents of the area and others.

Institutions

As noted in the history above, most of the major medical and educational institutions in the Greater Haight have existed since the 1920's. They have changed since with some of them growing and some of them disappearing. Harkness and St. Joseph's Hospitals have recently ceased operation and are being converted to residential use. Polytechnic High School closed in 1973. Its buildings served as a staging area for Mission High when the latter was remodeled for earthquake resistance. It has been vacant since. Lowell High School moved to the Outer Sunset in 1962. Its building is presently being used by the Community College District. The University of San Francisco had not grown substantially since 1961, when Kendrick Hall was built, until it acquired Lone Mountain College one block north of its campus in 1978. The latter growth, however, did not substantially affect the neighborhood since the change was mainly one of ownership. The two remaining hospitals (St. Mary's and UCSF) have grown over the years, and such change has probably produced the greatest amount of concern among residents. Anticipated effects tend to center on traffic, although concerns about visual effects, potential loss of housing and growth inducement which could increase rents and remove neighborhood-serving commercial uses are frequently expressed when institutional growth is discussed.

Because of concerns about effects of the expansion of institutions on their surrounding neighborhoods, the City developed, in 1976, the Institutional Master Plan process.³ All institutions covered by the ordinance are to disclose plans for future development with the Planning Commission, which takes public testimony on the plans. Institutional Master Plans are to be

updated every two years and no conditional use permits are to be granted for institutional expansion within 6 months after the public hearing on a master plan revision. This affords members of the public and their officials a greater amount of time to respond appropriately to the Plan, and it affords institutions the opportunity to revise their plans based upon comments and suggestions received before too many development commitments are made. Because the UCSF Medical Center is under the jurisdiction of the State of California, the City can not apply its Institutional Master Plan or conditional use requirements. In May, 1976, the UC Regents approved a special resolution with the State legislature amending its development plan to aim more at holding the line on campus expansion and population and preserving existing housing and open space.⁴

Residences

As noted in the history above, the area experienced a reduction in the quality of its housing stock. In the 1970's, however, several factors began to improve it. One was the return to popularity of the Victorian house style and the return of the middle class to the area which had the resources to make overdue improvements and maintenance. The other was increased attention from governmental and organized citizen groups which developed planning strategies. A Rehabilitation Assistance Program (RAP) was also undertaken during that period.

Commercial Uses

With the urbanization of the Sunset and Richmond Districts in the 1930's, the Haight Street commercial area lost its competitive edge as a center for community-wide services and retail stores. From then to the '60's the commercial strip remained one of modest stores offering neighborhood supplies and services. The late '60's brought some market for tourist goods but the commercial area changed little until the late 1970's when the immigration of a more prosperous population throughout the city began to produce a market on Haight Street which catered to a population beyond the boundaries of the immediate neighborhood. Studies were produced both by the Department of City Planning and by neighborhood organizations in an attempt to identify the problems that seemed to be emerging from this development. Residents of the

area began to fear that the stores which provided them with their day-to-day needs would be priced off the street by establishments which could afford higher rents by catering to the more occasional interests of a broader market. To some, the broader population targeted by this kind of marketing threatened to expose the neighborhood to crime and to people less concerned about the area's livability. These and similar concerns resulting from similar market trends in other neighborhoods lead to the development of the Department's Neighborhood Commercial Rezoning Study.

Previous Plans Affecting The Greater Haight-Ashbury Area

Planning attention began to focus on the Haight-Ashbury in the early 1970's. Between 1971 and 1973, The Department of City Planning conducted studies which resulted in reports focusing on the history of the Haight-Ashbury, housing, institutions, transportation and the Haight Street shopping area.⁵

A 12-page tabloid, published in 1973 by the Department, contained the substance of what became the City's official plan for the Haight-Ashbury. Many of the policies called for in that document are no longer vital either because their execution resulted in the desired changes or because desired changes resulted from independent economic and social changes. For example, the 1973 Plan called for financial assistance to rehabilitate housing - a policy that was fulfilled through the RAP program. The same document indicated that Haight Street shops were understocked, undercapitalized and catered only to people within a very small trade area - a condition that was changed radically by forces not directly controlled by government planning efforts. On the other hand, many of the policies expressed in the 1973 Plan are just as relevant today. One policy, citing scale, traffic and parking considerations, stated that future institutional growth should be strongly influenced by environmental considerations.

More recent plans have been put forth by area residents. A document prepared by Haight-Ashbury residents and called "The Street, Haight Street: A Community Master Plan", was adopted in principle by The Haight-Ashbury Neighborhood Council in 1979. It supported four objectives dealing with maintaining or

improving social diversity, visual aesthetics, transportation and the local economy. A document titled, "Mount Sutro Community Master Plan, Institutional Expansion Element" was prepared and endorsed by eight community organizations representing residents in the Mount Sutro area. This concise document put forth policies supporting five objectives intended to preserve housing and open space, to limit the intensification of institutions, to effect institutional master planning in harmony with objectives of area residents, and to improve community-institutional relations.

San Francisco residents of areas surrounding major neighborhood and community shopping streets have expressed concerns about undesired results of a trend in these districts toward a regional market, and toward a concentration of certain types of establishments forcing a reduction in other desirable ones. As a result of such concerns, the Department undertook the Neighborhood Commercial Rezoning Study. While this study is underway, the City has subjected commercial development in many commercial districts including the Haight Street district to interim criteria and special review procedures. The effect of the interim criteria and of the proposed permanent legislation would be to limit more closely the types and number of commercial uses permitted, in order to avoid a concentration of one type of establishment and to preserve those offering a diversity of goods and services to neighborhood residents. This study is expected to result in permanent legislation sometime in 1985.

1. Derived mainly from, Department of City Planning, The Haight Ashbury, A Brief Description of the Past, 1971, 14pp. The Background concentrates on the central Haight-Ashbury which, due to its pivotal location, largely reflects the history, problems and plans of the Greater Haight-Ashbury area.
2. Art Rosenbaum, "The 49er's Last Day at Old Kezar", the San Francisco Chronicle, 12/7/70.
3. City Planning Code Section 304.5
4. Office of the Chancellor, UCSF, 1982 Long Range Development Plan, A Plan for the '80s, 1982, p. 15.
5. These publications include:
A Brief Description of the Past (op cit)
Haight-Ashbury Transportation, 35pp., 1971
Housing in the Haight-Ashbury, 64pp., 1972
Haight Street Shopping Area, 30pp., 1972
Haight-Ashbury Community Services, 32pp., 1973
"Haight-Ashbury, Improvements recommended by the S. F. Dept. of City Planning, 12-page tabloid, 1973

VISUAL*

PURPOSE

The intent of this study is to examine the potential consequences of a number of projects currently being proposed in the Greater Haight Ashbury neighborhood. Individually, these projects may not adversely change the visual character of a neighborhood or may not significantly change the area's skyline; however, when viewed together their overall impact may be consequential. As defined by the State CEQA Guidelines (Section 15355):

The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

To determine whether new structures would have cumulative visual impacts by altering the visual environment of the Greater Haight Ashbury neighborhood, the area's prevailing building height, intensity, and form are considered in relationship to local landform, land uses, and open spaces.

PROJECT DESCRIPTIONS AND VISUAL SETTING

Within the Greater Haight Ashbury neighborhood, eight projects, in various stages of planning, are included in this visual assessment. Their locations are shown in Figure and a brief description of each follows. The descriptions are intended to define the physical and visual characteristics of the proposed projects and their relationship to nearby development, and to assess their potential for affecting distant views. Available site plans for the projects are also presented.

* This Section references figures and tables with the suffix "V".

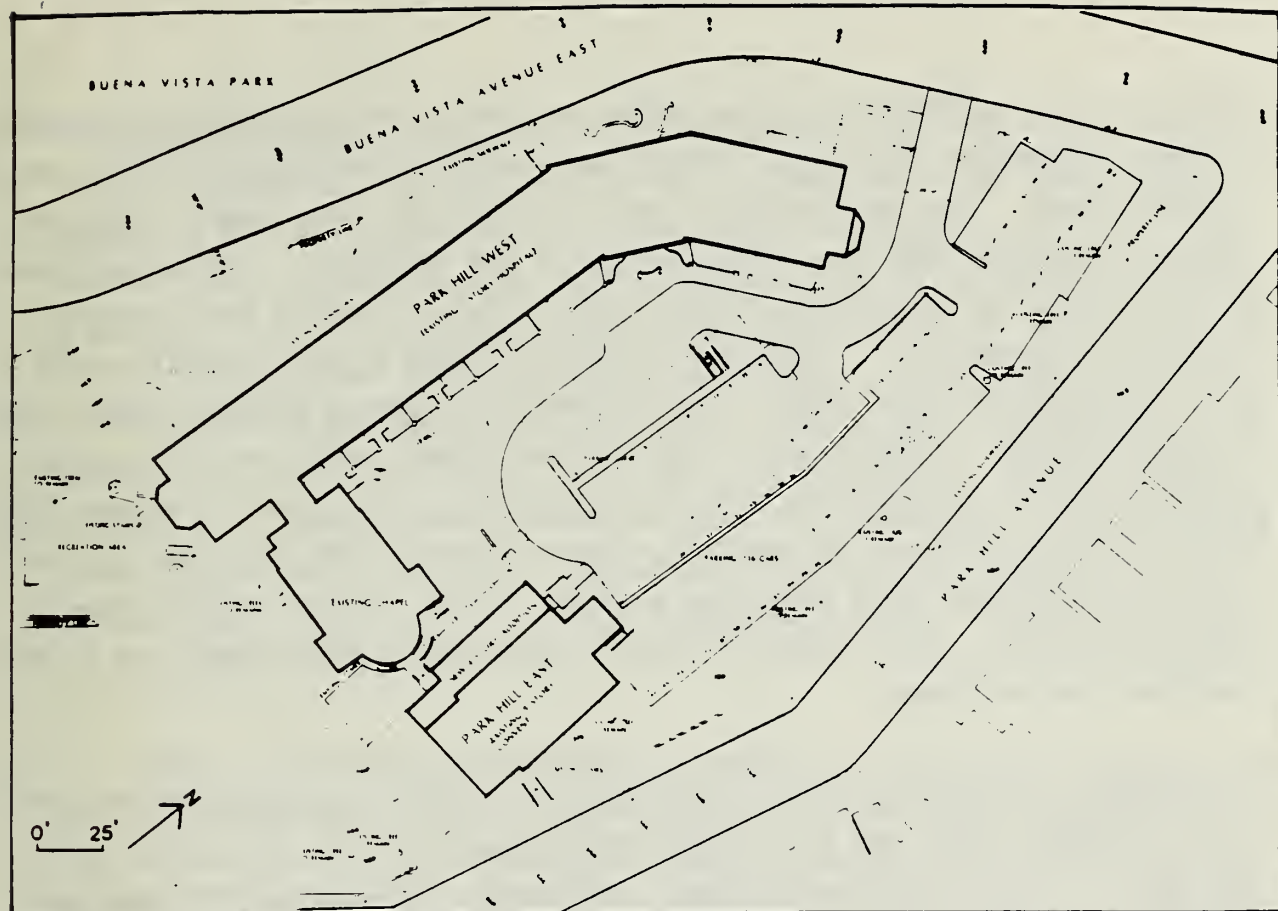
1. St. Joseph's Hospital Conversion.¹ Sponsored by Park Hill Associates, this project involves the rehabilitation and conversion of St. Joseph's Hospital and convent into residential units. The existing structures would be converted into 136 studio and one- and two-bedroom units, occupying about 159,000 square feet. Major new construction would involve a seven-story addition to the west end of the existing hospital, parking facilities, and a four-story structure connecting the convent with the chapel.

The project site is located on the southeast slope of Buena Vista Park at surface elevations about 400 feet (City datum). The hilltop park is designated in the City's Urban Design Plan (1971) as an outstanding and unique area that contributes in an extraordinary degree to San Francisco's visual form and character. Tucked against the trees of Buena Vista Park, the project site can be seen from the Central Skyway (U.S. 101), from Market Street near 14th Street, from the upper floors of downtown highrises, and from Twin Peaks. The seven-story hospital building differs in character and scale from the development in the surrounding Buena Vista neighborhood, which consists primarily of detached two- and three-story residential structures. The project site lies in the RH-2 zoning district and the 80-E and 50-X Height and Bulk Districts.*

2. USF Health and Recreation Center/Cogeneration Facility.² Sponsored by the University of San Francisco, the project involves the construction of a sports complex, and the replacement of the university's aging steam plant with a cogeneration facility to produce electricity and steam. The facilities, all proposed on USF's existing campus, lie in the RH-2 zoning district and the majority of the project site is in the 40-X Height and Bulk District. The Health and Recreation Center/Cogeneration Facility project would involve five building areas totaling 128,600 gross square feet:

Loyola Gymnasium	11,000 sq.ft.	145 ft. x 110 ft.
Racquetball Building	6,600 sq.ft.	106 ft. x 42 ft.
Pool Building	57,100 sq.ft.	207 ft. x 104 ft.
Multi-Purpose Courts	46,700 sq.ft.	180 ft. x 120 ft.
Cogeneration Facility	7,200 sq.ft.	120 ft. x 60 ft.

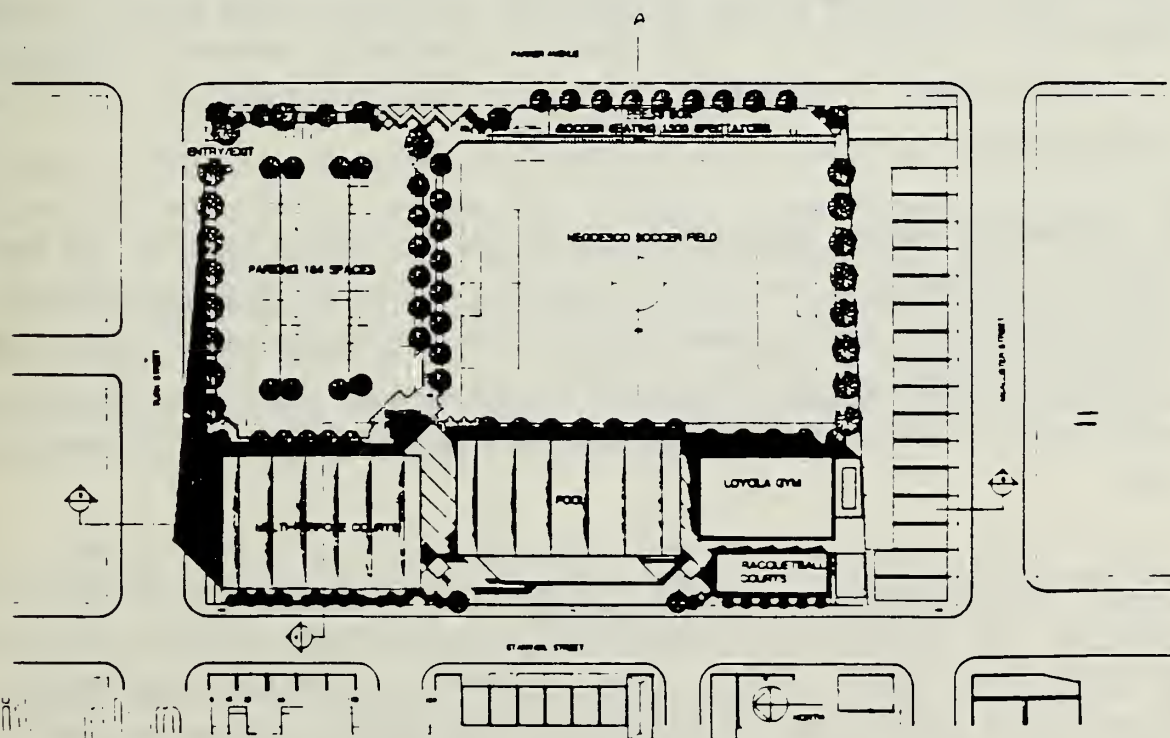
*Zoning and Height and Bulk Districts are defined in Appendix A.



ST. JOSEPH'S HOSPITAL CONVERSION

Source: Kaplan/McLaughlin/Diaz

1-V



USF HEALTH AND RECREATION CENTER (Cogeneration Facility not shown.)

Source: Pflueger Architects

2-V

The first four buildings would be linked by glass atria and walkways, creating a single **four-story** structure. The center would be a maximum of 38 feet above **Stanyan Street**. The new structures would involve the replacement of the existing **Loyola Hall** and the rehabilitation of the gymnasium. The Cogeneration Facility would be located under the project's parking lot in the northwest area of the project site. The only visible portions of this facility would be an entrance from Turk Street, two 13-foot tall ceramic cooling towers, and an exhaust stack. (The height of the turbine exhaust stack has not yet been defined.) The towers and the exhaust stack would be sited at the western edge of the parking lot, east of the Multi-Purpose Courts. The southeast portion of the project site would remain as a soccer field. On the western slope of the Lone Mountain, the project site can be seen from higher elevations to the northwest and southwest.

The Health and Recreation Center/Cogeneration Facility is surrounded by a mixture of single family and multifamily residential units to the north, west, and south. A row of well-maintained, landscaped single family cottages with pitched roofs face the project area across Stanyan Street. To the east, the project fronts onto the main USF campus and multiple dwelling units, ranging in height from two to four stories. The concrete structures, with fabric tensile roofing and glass atria, would differ in character and scale from the surrounding residences, but they would be at a height similar to the Loyola Hall they replace. Landscaping is proposed along the project's entire Stanyan Street frontage.

3. St. Mary's Medical Office Building.³ The St. Mary's Hospital and Medical Center is proposing to construct a six-story (about 80 feet high) medical office building at the southwest corner of Fulton and Shrader Streets. The structure, accommodating medical offices and limited accessory activities, would enclose approximately 105,000 gross square feet on a 24,400 square foot site.

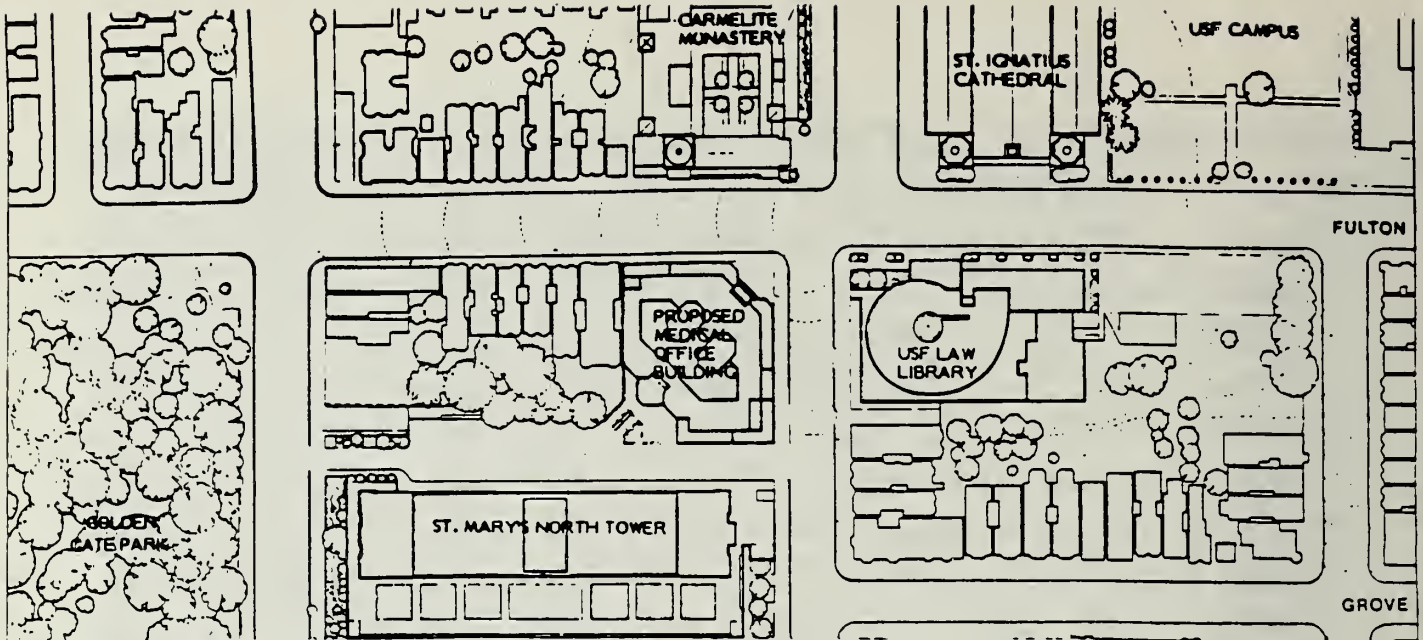
The project site lies in the RH-3 zoning district and the 80-D Height and Bulk District. The vicinity is characterized by a variety of institutional uses and residential units. The St. Ignatius Church and the Carmelite Monastery across Fulton Street from the proposed medical office building are described

in the City's Urban Design Plan as having architectural merit and defining a locally **visible and distinctive** form on the landscape. The institutional character of the vicinity is reinforced by the USF campus, the law library across Shrader Street, and St. Mary's Hospital facilities immediately south. A mixture of two- to three-story multiple residential units are situated west of the project site. The proposed medical office building would be greater in scale and height than these residences. The project location at an elevation of 330 feet (City datum) is visible from a number of vantage points, including Twin Peaks, Shrader Street south of the Panhandle, Buena Vista Park, Alamo Square, and Alta Vista. The project's height and bulk would not obstruct distant views of the visually significant spires, towers, and domes of the church and monastery.

4. UCSF Vision Research Laboratory.⁴ Sponsored by the University of California, San Francisco, the proposed project is a vision research laboratory. The facility would be built on the UCSF campus and occupy approximately 40,000 gross square feet in a structure 55 feet wide, 250 feet long, and averaging 45 feet high. The structure would be sited behind the existing UC Hospital Building and the School of Dentistry, on the lower western slope of Mt. Sutro, at about 410 to 440 feet above sea level. The building would project approximately 40 feet above the School of Dentistry and 16 feet above the UC Hospital Building.

Campus buildings to the north and west and the forested Mt. Sutro behind obscure most views of the project site. Distant views of the site exist from the west at higher elevations, such as from Grand View Park, where the west facade of the proposed building would be clearly visible above the School of Dentistry. The project site lies in the Public zoning district and in the Open Space Height and Bulk District. Surrounding uses include university-owned facilities and a variety of residential zones.

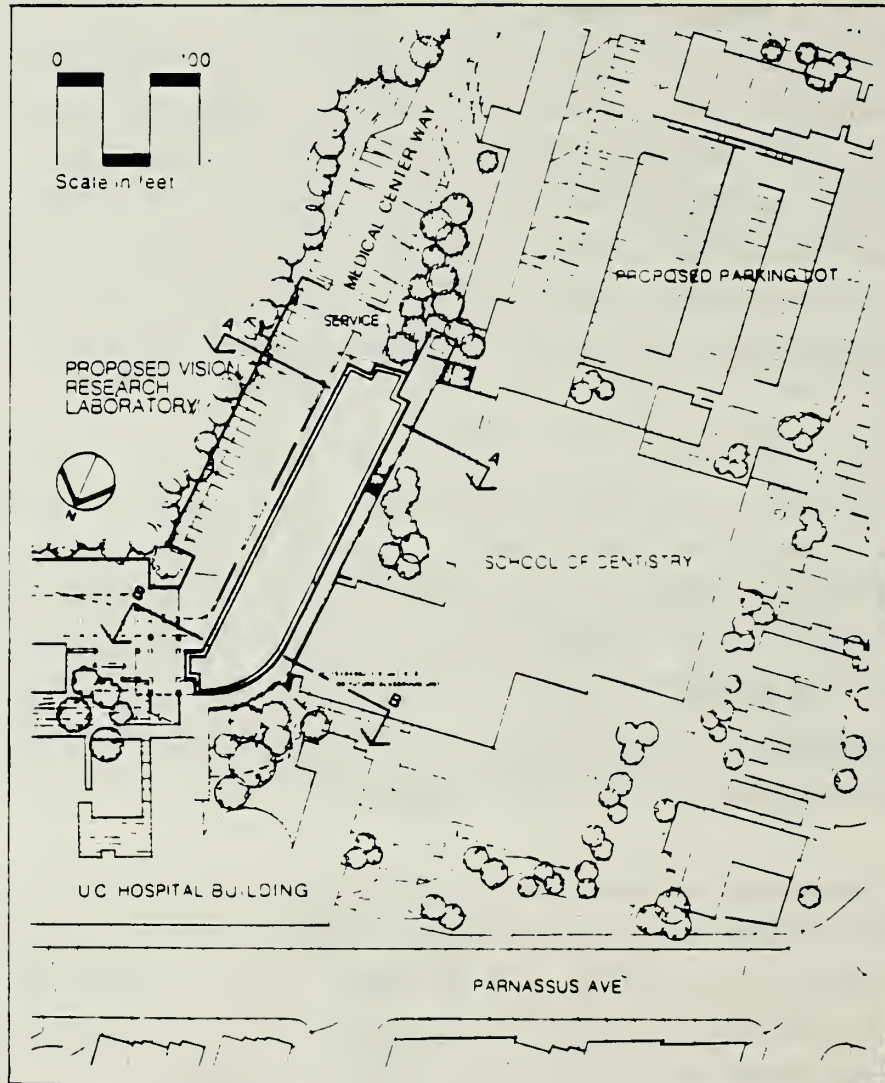
5. UCSF Conversion of Polytechnic High School. Proposed by the University of California, San Francisco, this project is early in its conceptual stages. Potential uses for the abandoned high school include residential development ranging from 160 to 230 units. The project site is at the southeastern edge of Golden Gate Park, between the Inner Sunset and Buena Vista neighborhoods.



ST. MARY'S MEDICAL OFFICE BUILDING

Source: Kaplan/McLaughlin/Diaz

3-V



UCSF VISION RESEARCH LABORATORY

Source: MBT Associates

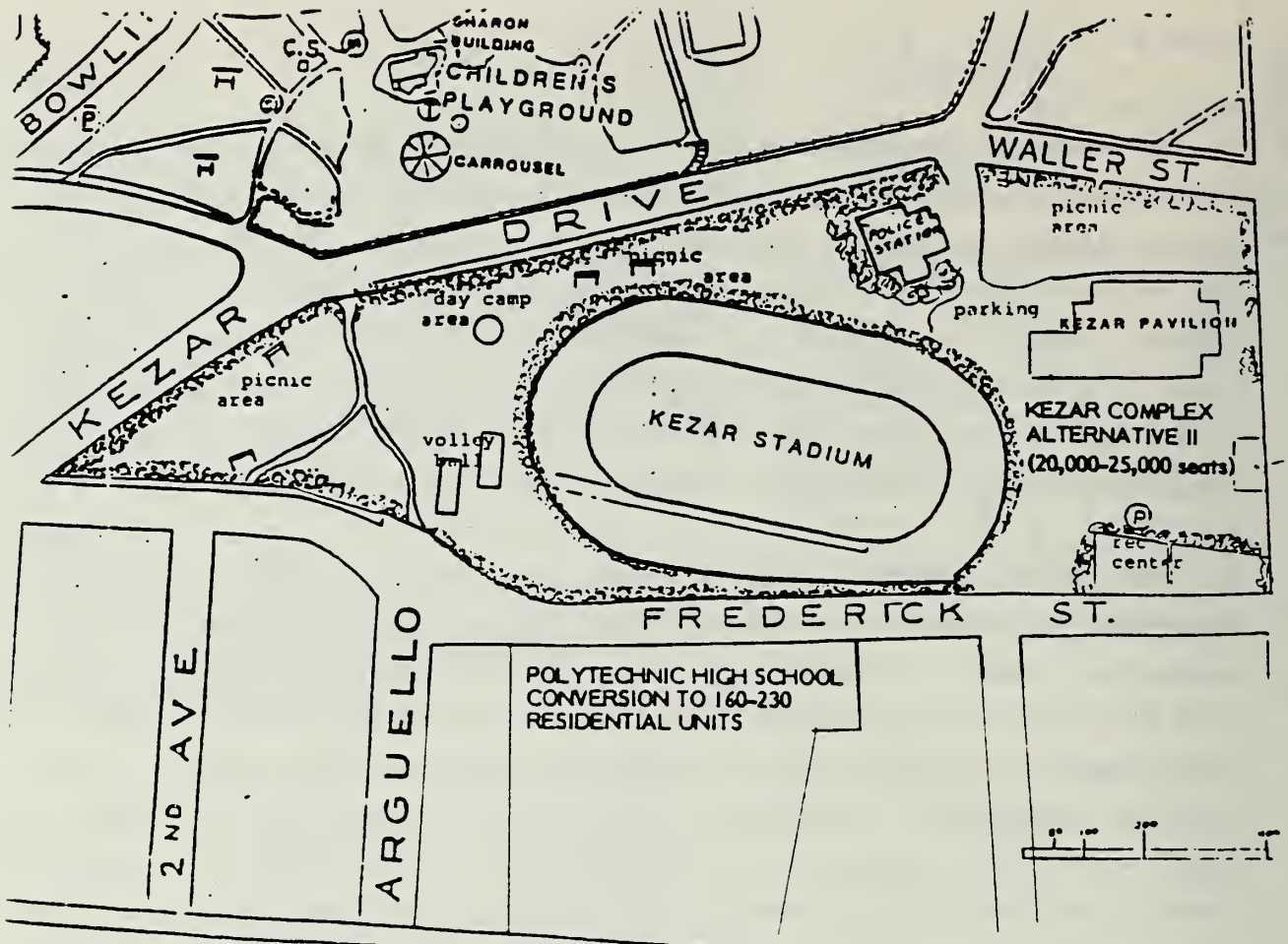
4-V

To the north are Kezar Stadium and Golden Gate Park, to the east and west are two- and three-story multiple dwelling units, and more residential units and the UC Clinics and parking facilities lie to the south. The site is in a Public zoning district, and the applicable Height and Bulk District is 40-X. Distant views of the project site are obscured either by buildings or by the trees of Golden Gate Park, except from higher elevations to the west (Golden Gate Heights) and to the east (Buena Vista Park), where the school can be seen projecting above adjacent lower multiple story residential units.

6. Kezar Stadium Reuse. Proposed by the City and County of San Francisco, Department of Recreation and Parks, this project is also very early in its conceptual stages. As currently envisioned, Kezar Stadium would be renovated as a multi-purpose night-lighted stadium, and surrounding underutilized or nonrecreational facilities (such as the aid station and the police station) would be studied for continued use, relocation, or adaptation for various indoor recreational activities. Alternative seating capacities from 10,000 to about 22,000 are being proposed for the stadium. The alternatives would involve removing the stadium's superstructure to create a smaller-sized amphitheater. The parklands surrounding the stadium area would be landscaped and include picnic sites and active play areas. All alternatives would require upgrading parking facilities to meet user demand. The project site is largely screened from view by Golden Gate Park, and only close-up views along Frederick Street or distant views from higher elevations to the west (such as Grand View Park) and east (such as Buena Vista Park) enable one to see the proposed project area.

7. Cannes Apartment.⁵ The proposed project at 1360 Fell Street, between Baker and Broderick Streets, is a three-story, eight-unit apartment building on a currently vacant lot. The 11,133 square foot structure would occupy a relatively level lot of 50 feet by 137.5 feet. The project proponents are requesting a rezoning of the site from RH-3 to RM-1.

The project site is surrounded by residential lands, zoned either RH-3 or RM-1, and the State Department of Motor Vehicles. Virtually all the residential structures are multiple dwellings and vary in height between 1-1/2 and 4 stories. The proposed apartment building would be of a scale similar to the



POLYTECHNIC HIGH SCHOOL CONVERSION and

KEZAR STADIUM REUSE

Source: City and County of San Francisco Recreation and Park Department

5-V



URBAN SCHOOL EXPANSION

Source: Urban School of San Francisco Conditional Use Application

6-V

buildings on Baker Street. It would be wider than other residential structures on Fell Street but would be similar in height. The Department of City Planning has indicated the project would not have a significant effect on the environment. A site plan for the project was not available.

8. Urban School of San Francisco Expansion.⁶ The proposed project at 1563 Page Street, between Masonic and Ashbury Streets, involves expansion of the Urban School by renovating portions of two adjacent residential structures. Only minor changes are proposed to the street facades of the affected buildings. The proposed project would not otherwise alter the visual characteristics of the neighborhood nor affect the skyline.

POTENTIAL CUMULATIVE IMPACTS

The potential cumulative visual impacts of the eight projects described above are minimal for two primary reasons:

- A project lies within a viewshed that does not include the other projects, and therefore avoids cumulative effects; or
- A project involves reconstruction or rehabilitation of an existing structure with minor or undefined modifications to the exterior facades, and therefore does not change the existing skyline.

This assessment of potential impacts is based on field surveys. The approach and results are discussed below.

Key Viewpoints

Examination of city topographic maps and windshield surveys identify several locations from which panoramic views of the Greater Haight Ashbury neighborhood exist. While these locations do not include all sites with views to the study area, they encompass viewsheds from all directions that have the potential to include more than one of the project sites.

The viewpoints are indicated in Figure 7, along with prominent landforms and areas of landscaping that help define the area's visual image. The project sites that can be seen from each viewpoint are identified in Table 1. Table 1 only indicates if the project vicinity can be seen either directly or identified by nearby landmarks; it does not necessarily imply that proposed structures on the sites would be visible or be distinguishable from the surrounding uses or existing vegetation.

Project Impacts

1. **St. Joseph's Hospital Conversion.** The Park Hill residential proposal at St. Joseph's Hospital involves major rehabilitation at a visually prominent site. The existing hospital and convent are being adapted for residences.



Figure 7-v

TABLE 1-V
VIEWS OF PROJECT SITES

Viewpoint	1. St. Joseph's Hospital Conversion	2. USF Health/Rec Center	3. St. Mary's Medical Office Building	4. UCSF Vision Laboratory	5. Polytechnic High School Conversion	6. Kezar Stadium Reuse
A. Alta Plaza			X			
B. Alamo Square			X			
C. Buena Vista Park			X		X	X
D. Upper Market	X					
E. Twin Peaks	X		X			X
F. Grand View Park				X	X	X
G. Lincoln Park		X	X			
H. Arguello Gate to the Presidio		X	X			

Note: The Cannes Apartment and the Urban School are not distinguishable from any of the viewpoints.

Source: Sedway Cooke Associates

However, because minimal new construction is involved, the existing visual setting would not change significantly.

Because the site lies on the southeast slope of Buena Vista Park, the project structures are screened from key vantage points such as Alamo Square and Alta Plaza, from which panoramic views of the study area exist. Moreover, the other key viewpoints from which the project site can be seen do not include views of the other projects, because there are intervening landforms, vegetation, and buildings (as seen from Market Street or Highway 101) or because they lie in different directions. For example, from Twin Peaks, a viewer can focus on Buena Vista Park, St. Joseph's, and the eastern end of the Panhandle. The St. Mary's, USF, and Lone Mountain institutional area lies outside of this viewshed; that is, to see this area requires the viewer to redirect his focus further west. Thus, the project is visually isolated from the other projects in the Greater Haight Ashbury neighborhood and would not usually combine with other projects to create cumulative visual impacts.

2. USF Health and Recreation Center/Cogeneration Facility. The proposed project would not be visible from most distant viewpoints because of surrounding structures and the landform. Lone Mountain obscures the site from Alta Plaza to the northeast. Buildings on the USF campus block views from Alamo Square to the east. Views from the southeast such as from Buena Vista Park are obscured again by USF campus buildings and by the St. Ignatius Church. The site would be barely visible over the top of St. Mary's North Tower from Twin Peaks, about 1-3/4 miles to the south.

The greatest potential for cumulative visual impacts would occur from the north and northwest where views of the project site also include St. Mary's proposed medical office building. From the Presidio's Arguello Gate, both buildings would be seen with St. Mary's 11-story North Tower as a backdrop, and they would not affect views of the St. Ignatius Church. From Lincoln Park, over two miles distant, the project sites are hard to distinguish and do not impact panoramic views of Lone Mountain, St. Ignatius, Golden Gate Park, and Mt. Sutro. Thus, although the USF project can be seen with St. Mary's proposal, it would not create significant cumulative visual impacts.

3. St. Mary's Medical Office Building. The project site, in combination with the other project sites, can be seen from four vantage points, as indicated in Table 1. Two vantage points to the north and northwest offer views of both the St. Mary's Medical Office Building and the USF Health and Recreation Center. However, as noted above, these distant views from Arguello Gate and from Lincoln Park are not expected to change significantly, because the medical office building would be constructed directly in front of St. Mary's 11-story North Tower, and the health and recreation center buildings would be of a height similar to the Loyola Hall they replace. Consequently, the skyline as seen from these locations would remain much the same.

From Buena Vista Park, one has direct views of St. Mary's proposed medical office building, Kezar Stadium, and Polytechnic High School. The projects are all within 3/4-1 mile of Buena Vista Park. At this relatively close distance, the projects cannot all be seen together. One can easily see Kezar Stadium and Polytechnic High when looking due west; however, a viewer's line of sight must rotate about 60-75° to the north in order to see St. Mary's facilities--a rotation that would exclude Kezar Stadium and the high school from a viewshed with St. Mary's as its focal point. Thus, the St. Mary's project would not create significant visual impacts from the Buena Vista Park vantage point.

A similar situation, as described above, occurs at Twin Peaks. To the northeast lies St. Joseph's Hospital, to the north lie St. Mary's and the USF facilities, and to the northwest lies the far eastern part of the Kezar Stadium stands. None of the projects, except St. Mary's Medical Office Building and the USF Health and Recreation Center, lie within the same viewshed. Because of their distance from Twin Peaks, neither St. Mary's nor USF's projects would be very distinguishable. Moreover, the new structures would either remain within the building envelope of the structure they replace or be constructed against larger, more visually dominant structures or elements. Thus, it is not anticipated that these projects would result in significant cumulative visual impacts when seen from Twin Peaks.

4. UCSF Vision Research Laboratory. Because of its low profile and location behind existing UC Hospital facilities, the UCSF Vision Research Laboratory cannot be seen from higher elevation viewpoints to the north, northeast, and

east. As a result, the UCSF project would not lie in the same viewshed as St. Joseph's, USF facilities, or St. Mary's medical center. Only from Grand View Park and Golden Gate Heights to the southwest could one see the proposed laboratory in conjunction with any of the other proposed projects in the Greater Haight Ashbury neighborhood. However, even from these vantage points, significant cumulative visual impacts would be minimal because:

- the USF Health and Recreation Center, nearly 1-3/4 miles away, is hard to distinguish and does not lie within the same line of sight as the UCSF project (in other words, one must rotate one's view from the USF facilities to see the UCSF project);
- St. Mary's Medical Office Building would be obscured by the hospital's North Tower;
- only the northern and eastern stands of Kezar Stadium are visible, proposed changes to the stadium involve a downsizing, and the other facilities surrounding the stadium cannot be seen; and
- only the western facade of Polytechnic High School is visible and its replacement with housing would not significantly and adversely change the site's visual relationship, in terms of building scale and form, to the surrounding development.

5 and 6. Kezar Stadium and Polytechnic High School. These two projects are discussed together because of their proximity to one another and because distant views of one typically include views of the other. Views of the stadium and the high school from the northeast, north, and northwest are obscured by Golden Gate Park, and only the stadium's night lights can be seen. From Buena Vista Park, the projects can be seen with the proposed St. Mary's medical office building and from Golden Gate Heights, the projects can be seen with the proposed UCSF vision research laboratory. However, as noted earlier, if one were to focus on Kezar Stadium and Polytechnic High School from either of these viewpoints, the other projects would be either on the periphery of the line of sight or completely out of the viewshed. Thus, for the most part, these two projects are visually isolated from the other projects.

When viewed together, the proposed changes to Kezar Stadium and Polytechnic High School would alter the visual setting of the area; however, the nature and extent of the changes are not well-identified because both projects are early in their conceptual development. The alternatives for Kezar Stadium would result in a downsizing of its current seating capacity. Since structural changes to accomplish the downsizing would probably lessen the height and bulk of the stadium, and since the existing stadium now has no significant visual impacts from distant viewing points, the proposed changes should have no visual impacts. Proposals for the high school would convert the entire city block to residential use and change its appearance and character. Development plans for the units have not been prepared, so that a determination of their scale and height compatibility with adjacent residences cannot be made. The two existing structures both have high, long facades along Frederick Street that provide motorists with a sense of enclosure. This positive relationship could change depending on the final building forms of Kezar Stadium and the residential project at the Polytechnic High School site. In summary, it is expected that cumulatively the projects would not have adverse visual effects.

7 and 8. Cannes Apartment and Urban School. The proposed Cannes Apartments and the expansion of the Urban School of San Francisco do not involve construction of structures different in scale or height than the surrounding structures. From both close-up and distant viewpoints, they would not affect the visual character of the neighborhood nor would they alter the visual relationship of the development in the areas. Consequently, neither individual nor cumulative visual effects would be expected with these projects.

REFERENCES

- 1) City and County of San Francisco, Department of City Planning, Final Environmental Impact Report: Park Hill Residential, 82.358E, June 30, 1984, p. 9-30.
- 2) Bendix Environmental Research, Inc., Preliminary Project Description for the USF Health and Recreation/Cogeneration Facility, n.d.
- 3) City and County of San Francisco, Department of City Planning, Environmental evaluation application, 83.327 E: St. Mary's Medical Office Building.
- 4) University of California, San Francisco, Final Environmental Impact Report: Vision Research Laboratory Building, January 1984, p. 8, 118-125.
- 5) City and County of San Francisco, Department of City Planning, Negative Declaration: Cannes Apartment, 83.496EZ, June 1984.
- 6) Urban School of San Francisco, Conditional Use Application, October 17, 1983.

TRANSPORTATION*

INTRODUCTION

Study Approach

This section examines the impacts that proposed projects would have on the Greater Haight-Ashbury area's traffic, transit and parking operations. The approach of this section will be, firstly, to examine the existing traffic, transit and parking conditions in the area to obtain a feeling for the facilities currently available and determine whether or not there are any problems associated with them. Second, the cumulative traffic, transit and parking impacts of the proposed developments in the Greater Haight-Ashbury area will be studied to determine their magnitudes and whether or not mitigation measures would be necessary. Finally, the potential transportation impacts of the Golden Gate Park Transportation Plan and the Kezar Stadium Remodeling project, two proposals which are in conceptual planning stages, will be discussed. Since the Kezar Stadium remodeling project may be subject to ultimate modifications, it will not be analyzed cumulatively with the rest of the proposed projects.

The transportation impacts analysis for cumulative development in the Greater Haight-Ashbury area will focus on two time periods: daily weekday impacts and weekday PM peak hour impacts. Weekend traffic activity in the Greater Haight-Ashbury area is high, but the proposed projects (especially the non-residential uses) would have greater impacts during the week. The PM peak hour was chosen to analyze traffic and transit conditions during the period of the greatest loading of trips on transportation facilities.

Summary of Findings

The proposed projects in the Greater Haight-Ashbury area would generate about 5,700 new daily vehicle-trips and about 1,160 new daily transit-trips. During the PM peak hour, about 440 new vehicle-trips and 160 new transit-trips would be generated. Cumulatively generated traffic would not change the level of service rating at any intersection in the study area and volume-to-capacity ratios would increase no more than 3 percent.

MUNI lines serving the area would be impacted in both the commute direction (outbound from downtown) and the reverse commute direction (inbound to downtown) by ridership generated by the proposed projects. MUNI load factors would increase by no more than 3 percent on commute direction lines (no load factor data was available for reverse commute direction lines).

The proposed projects would generate a cumulative parking demand for about 1,120 spaces, but the parking supplied by the projects would result in a surplus of about 445 spaces which may help to relieve the area of some on-street parking. However, if on-street parking is available, people may be inclined to use it rather than off-street parking.

The remodeling of Kezar Stadium and the possibility of an event attracting up to 23,000 people would impact the area's traffic operations and parking conditions. (An event attracting 23,000 people could actually be held now in the existing Kezar Stadium, but events currently held there do not attract more than about 5,000 people). About 6,200

* This Section references figures and tables with the suffix "T".

two-way vehicle-trips and a demand for about 6,100 parking spaces would be generated by a high-attendance event. The stadium's parking lot (after renovation) would not be able to accommodate such a large parking demand; parking would have to be found within Golden Gate Park, in the residential areas near the stadium and on the UCSF campus (if allowed).

SETTING

The Greater Haight-Ashbury Area

The boundaries of the Greater Haight-Ashbury are: Beginning at the intersection of Stanyan Street and Anza Street, along Anza Street, O'Farrell Street, Broderick Street, Waller Street, Buena Vista Avenue East, Park Hill Avenue, Roosevelt Way, 17th Street, the southern border of the UCSF campus, Kirkham Street, 9th Avenue, Lincoln Way, Kezar Drive, Waller Street and Stanyan Street to the point of beginning.

The area includes the Panhandle and the southeast tip of Golden Gate Park, two major educational institutions (University of California at San Francisco and the University of San Francisco) and the St. Mary's Hospital and Medical Center. Haight Street features a fair amount of commercial activity, but the rest of the area is predominately residential.

Traffic Circulation System

The Greater Haight-Ashbury area is served by the major thoroughfares of Fulton Street, Fell Street, Oak Street and Turk Boulevard (east of Masonic Avenue) and Masonic Avenue (north of Oak Street), Stanyan Street, 17th Street, Lincoln Way and the system of Clayton Street to Ashbury Street to Frederick Street to Masonic Avenue (south of Oak Street). Kennedy Drive and Kezar Drive within Golden Gate Park are recreational streets. The geometry (i.e., number of lanes) of the major and secondary thoroughfares in the area is presented in the Appendix, Table A-1.

Table 1 shows existing (raw data from 1970-1982) 24-hour traffic volumes on major streets in the Greater Haight-Ashbury area. Traffic volumes have increased about four to five percent over the past six years, representing background traffic growth of not quite one percent per year.³ Table 9 summarizes existing PM peak hour traffic operations at several intersections in the area. In general, traffic operations are good (level of service "C" or better) except at Stanyan and Fulton Streets and at Stanyan and Kennedy Streets, which are at levels of service "E" and "F," respectively. Poor traffic operations at these intersections are generally caused by vehicles passing through the Greater Haight-Ashbury area; thus, local traffic by itself does not effect deteriorated traffic conditions in the area.

Transit Service

The Greater Haight-Ashbury area is served by MUNI and the private, commute-oriented Fogcutter's and Skyliner transit services. (Figure 2 shows MUNI routes serving the area.) Table 2 summarizes the existing PM peak hour load factors on the ten local, one express and one light-rail MUNI lines which serve the Greater Haight-Ashbury area. All of the lines except three -- the 33, 37, and 43 -- originate in the downtown area and are thus used for commute trips. MUNI's service standard is exceeded on only four lines that serve the study area: the 31, 31BX, 71 and N lines. Haight Street, Stanyan Street between Haight Street and Frederick Street, Frederick and Carl Streets and Parnassus Avenue/Judah Street are all designated as transit preferential streets by the San Francisco Master Plan²--several MUNI lines serve each one of these streets.

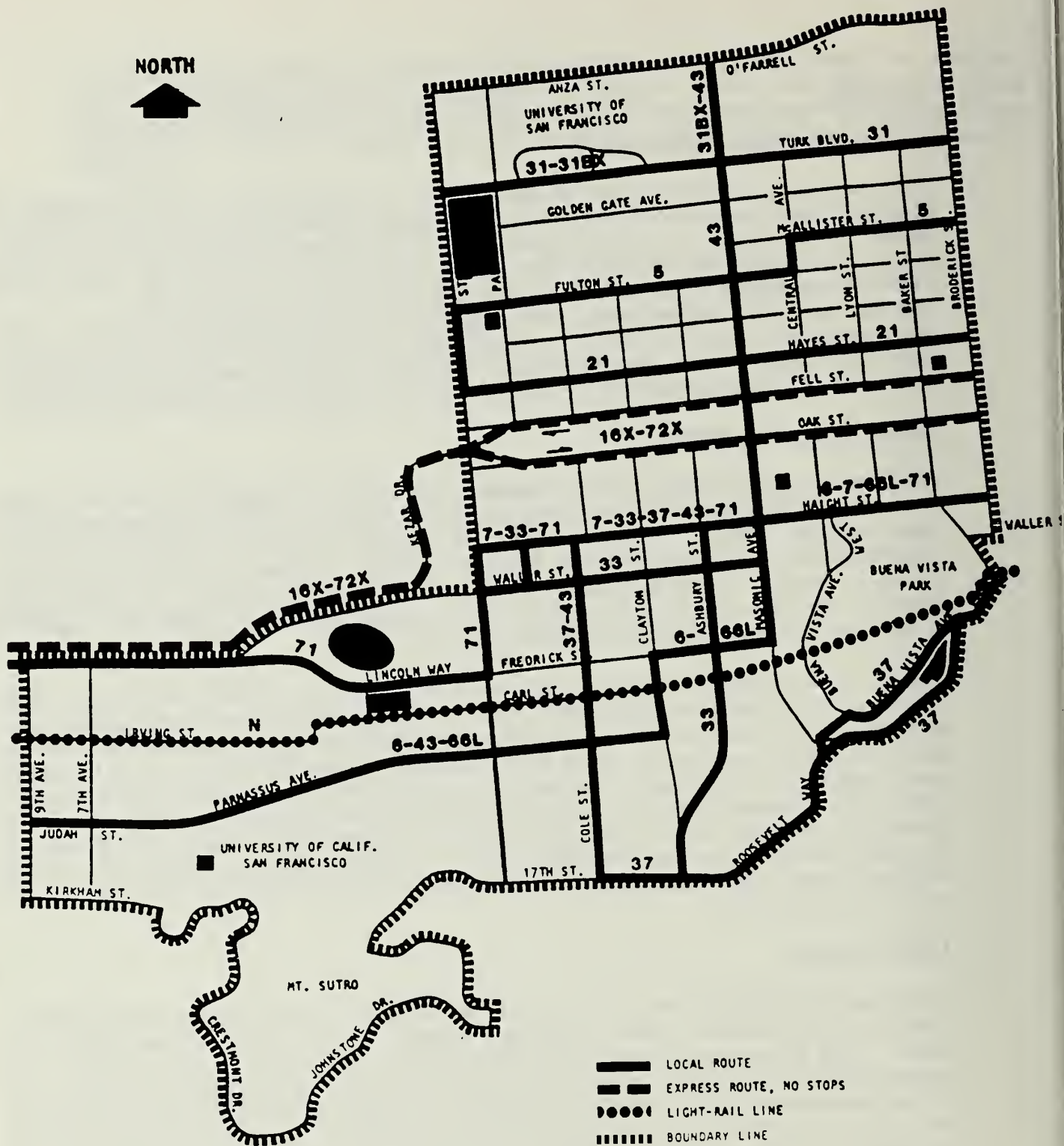


Figure 2-T

MUNI SERVICE IN THE
GREATER HAIGHT ASHBURY AREA

Table 1-T

EXISTING 24-HOUR TRAFFIC VOLUMES IN GREATER HAIGHT-ASHBURY AREA

<u>Street</u>	<u>Location</u>	<u>24-Hour Volume (Two-Way)</u>
Fulton Street	Stanyan to Arguello	16,800
Fell Street	Masonic to Stanyan	26,500 (one-way westbound)
Oak Street	Stanyan to Masonic	24,500 (one-way eastbound)
Haight Street	Masonic to Divisadero	6,800
Kezar Drive	Lincoln to Waller	35,100
Lincoln Way	Kezar to Stanyan	8,000
7th Avenue	Lincoln to Judah	10,700
Stanyan Street	Waller to Frederick	23,000

SOURCE: City & County of San Francisco, 24 Hour Traffic Flow Map, 1979 - 82.
 Volumes shown represent raw data which is not current.

Table 2-T

EXISTING MUNI SERVICE IN GREATER HAIGHT-ASHBURY AREA

<u>Local Lines</u>	<u>PM Peak Hour Load Factor^{1,2}</u>	<u>Service Standard³</u>
5	1.12	1.25
6	1.25	1.25
7	1.19	1.25
21	1.04	1.25
31	1.29	1.25
33	no data ⁴	1.25
37	1.05	1.25
43	0.77	1.25
66L	1.02	1.25
71	1.62	1.25
<u>Express Lines</u>		
16X	no stops in GHA area	--
31BX	1.28	1.25
72X	no stops in GHA area	--
<u>Light-Rail Line</u>		
N	1.68	1.62

1. SFDCP, OER Guidelines, September 1983: 1982 -1983 MUNI Ridership characteristics. Load Factor = Number of passengers/number of seats, measured at Van Ness Avenue screenline for outbound (i.e., leaving downtown S.F.) travel.
2. San Francisco Municipal Railway, Short Range Transit Plan 1984-1989, June 1984.
3. MUNI's service standards are 1.25 for trolley coaches and for motor coaches and 1.62 for light-rail vehicles.
4. Line does not serve the downtown area.

MUNI's new 5-Year Plan⁴ recommends adding bus loading platforms to Haight Street and McAllister Street east of Central Avenue although neither street is of first or second priority in MUNI's list of recommended transit preferential streets. Transit centers (major transfer points) are located at Haight Street and Masonic Avenue and at Clayton Street and Carl Street.

Fogcutter's is a peak commute period shuttle which serves BART stations and several northern San Francisco medical centers (including St. Mary's) while Skyliner (also a peak commute period service) is a new transit system which serves northern San Mateo County, 19th Avenue in San Francisco and other points in San Francisco while passing by St. Mary's.

Regional transit systems such as BART, Sam Trans, Caltrain, AC Transit and the Golden Gate Ferry can all be accessed via transfer from MUNI at various places in southern and eastern San Francisco (Fogcutter's services BART as well). Golden Gate Transit lines 50 and 60, providing service to the San Francisco Civic Center and to Marin County, operate and stop along Geary Boulevard within walking distance of some Greater Haight-Ashbury area residents.

Parking Conditions

The Greater Haight-Ashbury area features a variety of parking facilities including both on-street and off-street spaces. Large amounts of off-street parking are located on the USF campus, on the UCSF campus, at the St. Mary's Hospital and Medical Center, at Kezar Stadium and at Petrini's, a market located at Fulton Street and Masonic Avenue. In addition, there are numerous small off-street lots holding twenty cars or less scattered throughout the study area.

On-street parking in the Greater Haight-Ashbury area is mostly uncontrolled (i.e., no metering or time restrictions). Near the USF campus on-street parking is restricted, though unmetered, to certain time limits. Haight Street, a center of commercial activity has metered parking spaces as do the cross-streets for one-half to a full block on either side of Haight Street. The residential area west of Sanyan Street is a designated "J" area; that is, on-street parking is reserved for residential parking permit holders. In addition to these controls, the entire Greater Haight-Ashbury area is subject to once-a-week street cleaning (different streets on different days of the week); on-street parking is disallowed during street cleaning hours. Signs are posted on various streets to inform parkers of the days and times when street-cleaning occurs.

The parking space availability in the Greater Haight-Ashbury area has deteriorated in the past ten years, because of two phenomena. First, an increase in the average income of Greater Haight-Ashbury residents has led to an over 50 percent increase in the car ownership per person rate. Concurrently, a decrease in the area's population has resulted in an overall increase of 27 percent in the number of automobiles owned by area residents.⁵ Second, commercial activity along Haight Street has both intensified and been renovated, thereby generating a new parking demand from people visiting from outside of the study area.

Proposed Projects in the Greater Haight-Ashbury Area

Nine projects featuring various land uses have been proposed for the Greater Haight-Ashbury area; these projects are shown on Figure 1. One project, the Kezar Stadium remodeling project, is still in a conceptual planning stage. The remaining eight projects are in more advanced stages of planning. The following text describes these projects.⁸

USF Health and Recreation Facility - As described in Table 3, this would be a fairly large recreational center on USF's campus. About 95 percent of the facility users would be students and faculty/staff members, while the remaining 5 percent would be USF alumni and community residents.⁶ Since existing athletic facilities at USF are 99 percent used by students and faculty/staff, the trips made by alumni and community residents to and from the new facility would be new trips.

St. Mary's Medical Office Building - This would be a large facility adjoining the existing St. Mary's Hospital and Medical Center. Users of the building would be physicians, patients, office employees, business function people (people going to the MOB on business) and other visitors. This MOB represents the largest of the firmly defined proposed projects in the Greater Haight-Ashbury area.

USF Co-Generation Power Plant - This power plant located underneath the USF Health and Recreation Facility would feature four employees working over a 24-hour period in six-hour shifts.

Cannes Apartments - This would be a small 8-unit apartment complex.

The Urban School of San Francisco Expansion - This project represents a combination of the Urban School and two neighboring residential buildings to form a large school facility. The removal of six apartments by this project would result in a reduction in generated trips presuming the school enrollment would not increase.

Polytechnic High School Conversion - The old Polytechnic High School building (currently unoccupied) would be converted into a residential complex with, possibly, some recreational space as well. Three alternatives have been proposed for the project as described in Table 3. The alternative including 230 dwelling units and 20,000 square feet of recreational space will be analyzed in this report; if either one of the other two alternatives is chosen for the project, the transportation impacts shown in this report would be proportionately less.

St. Joseph's Hospital Conversion (Park Hill Residential) - Similar to the previous project, the old St. Joseph's Hospital is being converted into a large residential complex. The hospital had been used for minor administrative purposes.

UCSF Vision Research Module - This new facility on UCSF's campus would employ about 10 people, but would primarily be used by students and faculty who would already be on-campus.

IMPACTS OF PROPOSED PROJECTS

Travel Demand Analysis

Projecting the travel demand for the Greater Haight-Ashbury proposed projects was a four-step process involving trip generation estimation, splitting up trips by modes, distributing trips to/from various destinations/origins and assigning both vehicle-trips and transit-trips to the surrounding transportation network.

Table 4 presents the trip generation rates that were used to calculate the daily and PM peak hour person-trips⁶ for each proposed project in the Greater Haight-Ashbury area. The sources for these rates are listed at the base of the table. Table 5 presents the projected daily (weekday) and PM peak hour person-trips that would be generated by the proposed projects. About 8,300 new daily and 720 new PM peak hour person-trips would be generated by cumulative development.

The projected cumulative trip generation is split according to mode (autos and transit) in Table 7. The mode splits applied to the developments are presented in Table 6 with sources for the splits listed at the bottom of the table. In some cases an auto mode split and a carpool mode split is shown (the auto mode split in these cases represents people driving alone) while in others only an auto mode split is shown (with a vehicle occupancy rate to indicate the actual auto usage). For all proposed developments, transit would be the second most popular mode of travel. From Table 7, about 5,700 new daily and 440 new PM peak hour vehicle-trips and about 1,160 new daily and 160 new PM peak hour transit-trips would be generated by proposed development.

To closely study both the traffic and transit impacts of cumulative development in the Greater Haight-Ashbury area, the calculated new person-trips were distributed to various destinations and from various origins in the region. This trip distribution is summarized in Table 8. Most of the trips would leave the Greater Haight-Ashbury area or begin outside of the area, with 4 percent both originating and ending within the study area (these internal trips would use some of the same streets as the other trips would). Trips were assigned to both the local traffic circulation system and the local transit network based on the Table 8 distribution and trip generation and mode split information developed in the preceding tables. Traffic was assigned to mostly major thoroughfares and secondary streets in the study area (see Figure 3) while transit trips were assigned to the lines proximate to the proposed developments. Details of the impacts of these trip assignments are presented in the following sections.

Traffic Impacts

24-Hour Traffic Volumes

Cumulative development in the Greater Haight-Ashbury area would generate about 5,300 daily vehicle-trips; these new trips would be dispersed about the local street network. Because the proposed projects are located in many different parts of the Greater Haight-Ashbury area (see Figure 1) only major corridors would be measurably impacted by the cumulative development. The Fell Street/Oak Street corridor would experience about a six percent increase in 24-hour, two-way traffic since those streets would provide primary access both to and from the freeways and to and from the downtown area for all of the proposed Haight-Ashbury developments. Fulton Street west of Stanyan Street

Table 4-T

GREATER HAIGHT-ASHBURY PROJECTS - TRIP GENERATION RATES

<u>Name and Trip Generator</u>	<u>Daily Person-Trip Rate</u> 32.93 trips/1,000 GSF	<u>PM Peak Hour Person-Trip</u> 3.19 trips/1,000 GSF
USF Health and Recreation Facility ¹		
St. Mary's Medical Office Building ²	41.86 trips/1,000 GSF	3.63 trips/1,000 GSF
USF Co-generation Power Plant ³	2 trips/employee	1 trip/employee
Cannes Apartments, Urban School ⁶ of SF Expansion, St. Joseph's Hospital conversion (Park Hill Residential) ⁴	7 trips/dwelling unit	0.7 trips/dwelling unit
Polytechnic High School conversion ⁵	7 trips/dwelling unit plus 32.93 trips/1,000 GSF recreational space	0.7 trips/dwelling unit plus 3.19 trips/1,000 GSF recreational space
UCSF Vision Research Module ³	2 trips/employee	1 trip/employee

¹ Caltrans, 12th Progress Report on Trip Ends Generation Research, December 1979.

² Trip generation rates developed from surveys of patients, physicians, office employees and MOB visitors in San Francisco. Different trip generation rates were developed for each MOB user group and subsequently combined to produce overall MOB rates as shown.

³ Trip generation rates based on one work-trip in and one home-trip out per employee per day.

⁴ Park Hill Residential FEIR, certified June 30, 1983.

⁵ Trip generation rates shown are separate for the residential use and the recreational space use.

⁶ Trip generation rate formulas are relevant because the expanded school would be replacing dwelling units.

Table 5-T

GREATER HAIGHT-ASHBURY PROJECTS - NET ADDED TRIP GENERATION

<u>Name</u>	<u>Trip Generator</u>	<u>New Daily Person Trips</u>	<u>Project Peak Hour</u>	<u>Street Peak Hour (5-6 PM) Person Trips</u>
USF Health and Recreation Facility	Alumni, community resident users	200	6-7 PM	46
St. Mary's Medical Office Building	Physicians, staff, patient, business function people	4,186	1:30-2:30 PM	291
USF Co-generation Power Plant	4 employees	8	5-6 PM	2
Cannes Apartments	8 dwelling units	56	5-6 PM	6
The Urban School of SF Expansion	replacement of four 200 SF and two 1,400 SF apartments	-33	5-6 PM	-3
UCSF Polytechnic High School Conversion	230 dwelling units 20,000 SF recrea- tional space	1,610 660	5-6 PM	161 64
St. Joseph's Hospital Conversion	136 dwelling units	952	5-6 PM	95
UCSF Vision Research Module	10 employees	20	5-6 PM	10
TOTAL		7,659		672

SF = square feet

SOURCE: DKS Associates

Table 6-T
GREATER HAIGHT-ASHBURY PROJECTS - MODE SPLITS

Name	Mode Auto %	Carpool %	MUNI %	Walk/Bicycle/ Other %
USF Health and Recreation Facility ⁴	72	(2)	22	6
St. Mary's Medical Office Building ⁵	54	16	28	2
USF Co-generation Power Plant ⁶	100	0	0	0
Residential development: ⁷ Cannes Apartments Urban School of SF expansion St. Joseph's Hospital conversion (Park Hill Residential)	55 ⁽¹⁾	(3)	40	5
Polytechnic High School ⁸ Conversion	55 ⁽¹⁾ 72 ⁽¹⁾	(3) (2)	40 22	5 6
UCSF Vision Research Module ⁹	54	11	21	14

1 All auto usage, including carpools

2 Vehicle occupancy rate = 1.75

3 Vehicle occupancy rate = 1.3

4 UCSF TSM Management Study: Consultant's Final Report, September 1977

5 Mode splits for separate MOB user groups derived from surveys (See Table 4) and combined to produce the rates shown.

6 Assumed mode split of 100% auto.

7 Park Hill Residential FEIR, certified June 1983.

8 Two mode splits are presented: one for the project's residential use and one for the projects recreational use.

9 UCSF TSM Management Study: Consultant's Final Report, September 1977.

Table 7-T
GREATER HAIGHT-ASHBURY PROJECTS — NET ADDED TRIPS BY MODE

Name	Daily Vehicle Trips	Daily Transit Trips	(5-6 PM) PM Peak Hour Vehicle-Trips	(5-6 PM) PM Peak Hour Transit-Trips
USF Health and Recreation Facility	144	44	33	10
St. Mary's Medical Office Building	2,681	620	192	63
USF Co-generation Power Plant	8	0	2	0
Cannes Apartments	46	9	3	2
The Urban School of SF Expansion	-27	-5	-2	-1
Polytechnic High School Conversion	1,687	266	133	64
St. Joseph's Hospital Conversion	775	150	50	15
UCSF Vision Research Module	13	4	7	2
TOTAL	5,327	1,088	418	155

SOURCE: DKS Associates

Numbers of trips derived from mode splits presented in Table 6.

Table 8-T
TRIP DISTRIBUTION¹ OF GREATER HAIGHT-ASHBURY PROJECTS

Project	North ² %	East ³ %	South ⁴ %	South- west ⁵ %	North- west ⁶ %	Internal ⁷ %	Total %
USF Health and Rec. Facility ⁸	20	0	0	0	60	20	100
St. Mary's MOB ⁹	50	15	5	20	15	5	100
USF Co-gen. Power Plant ¹⁰	0	0	0	50	50	0	100
Cannes Apartments ¹¹	3	75	5	5	5	2	100
Urban School Expansion ¹¹	3	75	5	5	5	2	100
UCSF Polytechnic HS Conversion ¹¹	3	75	5	5	5	2	100
Park Hill Residential ¹¹	3	75	5	5	5	2	100
UCSF Vision Research Module ¹²	2	35	2	35	20	6	100

- 1 i.e., distribution of trips entering/leaving the Greater Haight-Ashbury Area during the AM/PM commute periods
- 2 North - via Masonic Avenue and Stanyan Street.
- 3 East - via Turk Boulevard, Golden Gate Avenue, McAllister Street, Fulton Street, Hayes Street, Fell and Oak Streets and Haight Street.
- 4 South - via Clayton Street and 17th Street.
- 5 Southwest - via 7th Street, Lincoln Way and Judah Street.
- 6 Northwest - via Fulton Street.
- 7 Percent of trips internal to the Greater Haight Ashbury area.
- 8 Trip distribution estimated based on assumed residence locations of alumni users and community resident users of the recreation facility; it is assumed that most users would live within a few miles of the project site.
- 9 Trip distribution derived based on residence locations of physicians and MOB employees and the work locations of patients and business function people as determined from the St. Mary's MOB user surveys, October and December, 1983. Shown is the estimated trip distribution for all MOB users combined, calculated according to the projected number of persons in each user group that would occupy the St. Mary's MOB.
- 10 Trip distribution based on the residence location of USF employees, USF Institutional Master Plan, 1979.
- 11 Trip distribution estimated based on the work locations of San Francisco residents, Metropolitan Transportation Commission, 1981 Bay Area Travel Survey, Crain and Associates, August 1981.
- 12 Trip distribution based on the residence locations of UCSF employees, UCSF TSM Study: Consultant's Final Report, September 1977.

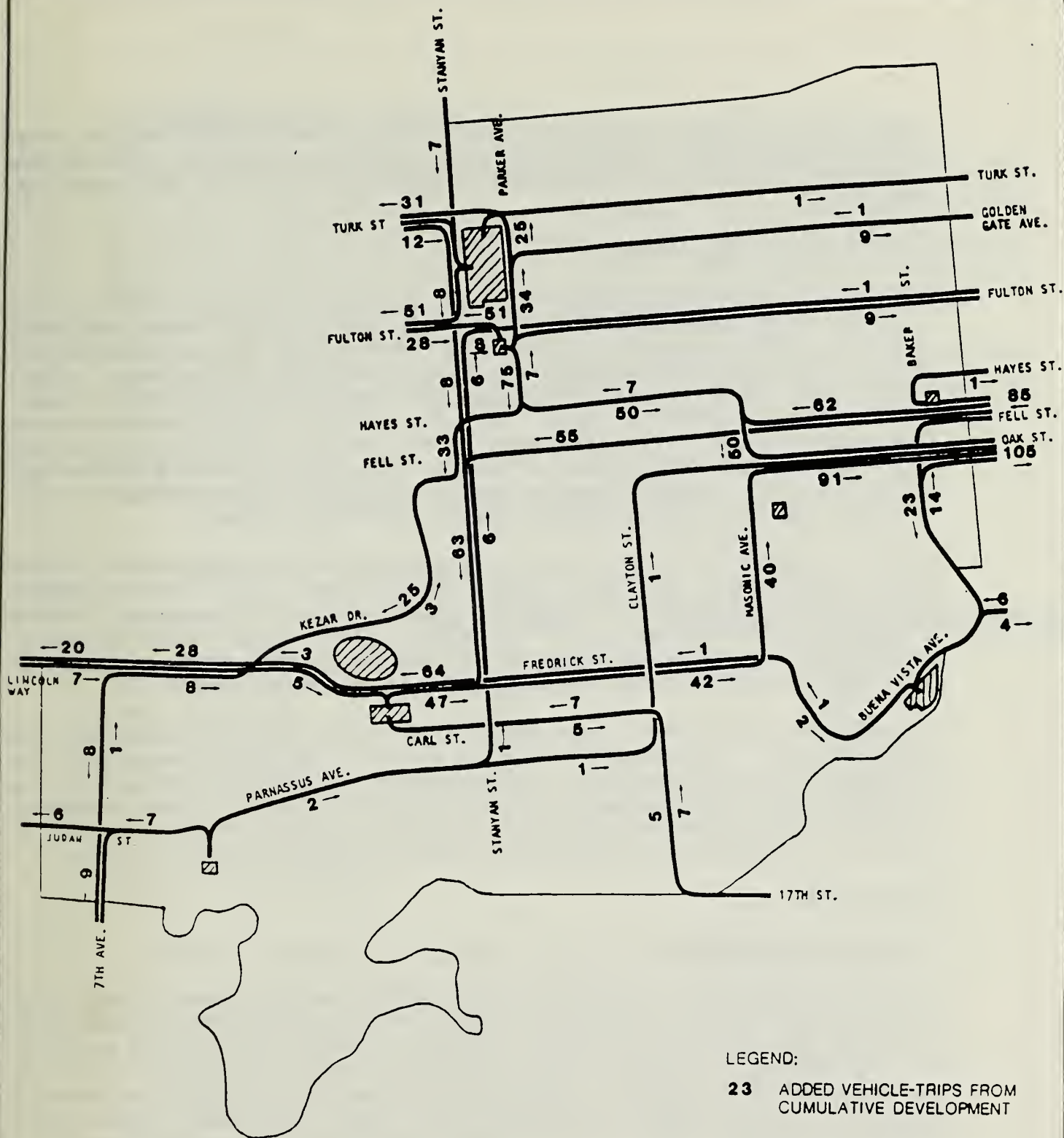


Figure 3-T
PM PEAK HOUR TRAFFIC ASSIGNMENT
(Internal Trips not shown)

would also receive about a six percent increase in daily two-way traffic since that street would provide access to the Richmond residential districts for St. Mary's MOB employees and patients and users of the recreational facilities at USF and the Polytechnic High School site.

PM Peak Hour Traffic Impacts

During the PM peak hour, traffic generated by the proposed projects would accumulate on streets in the study area (as shown in Figure 3) based on trip distribution and traffic assignment estimates presented earlier in this report. About 440 new PM peak hour vehicle-trips would be generated by cumulative development in the Greater Haight-Ashbury area. Table 9 summarizes the projected levels of service and volume to capacity ratios for several major intersections in the study area. These intersections were selected for analysis based on where projected PM peak hour traffic from two or more projects would accumulate as shown in Figure 3. No intersection's level of service would change as a result of traffic from the proposed projects. The volume-to-capacity ratios at the analyzed intersections would increase by no more than 3 percent.

Changes in levels of service from cumulative projects could not be determined for three major intersections in the Greater Haight Ashbury area -- Fell Street and Masonic Avenue, Oak Street and Masonic Avenue and Seventh Avenue and Lincoln Way -- because of the lack of PM peak hour traffic volume data. Traffic volumes would increase at these intersections in similar amounts to the increases at the intersections analyzed; thus volume-to-capacity ratios there would increase by no more than 3 percent.

PM peak-hour data is also unavailable for the intersection of Stanyan Street and Frederick Street. This intersection would be one of the most heavily impacted in the study area by proposed development. Traffic volumes would increase here mainly in the southbound right turn and eastbound through movements; neither one of these movements is critical to the intersection's operations. Thus, the impacts of cumulatively generated traffic here would be similar to the impacts on other intersections in the study area.

Transit Impacts

Projected Daily Ridership

Cumulative development in the Greater Haight-Ashbury area would generate about 1,160 new daily transit trips of which about 160 would take place during PM peak hours. Most MUNI lines serving the area would experience daily ridership increases of 25 persons or less. The Park Hill Residential complex would generate about 160 new daily transit trips on line 33 while the Polytechnic High School conversion and the UCSF Vision Research Module would generate about 200 new daily line N trips. The St. Mary's Medical Office Building would impact lines 5 and 21, generating about 380 and 130 new daily transit trips on each respectively.

Regional transit carriers -- BART, Golden Gate Transit, AC Transit and Sam Trans -- would each experience daily ridership increases of 75 persons or less because of Greater-Haight Ashbury area proposed development.

Projected PM Peak Hour Ridership

Table 10 summarizes projected new PM peak hour ridership for several MUNI lines serving the Greater Haight-Ashbury area and the existing and projected load factors (where data is available) on those lines. Line N outbound from downtown would be heaviest impacted, experiencing a 3 percent increase in its current load factor. Line 5 outbound to Richmond would experience a 2.7 percent increase in its current load factor; other lines would receive seven or less new PM peak hour riders on their lines, causing less than 2 percent increases in existing load factors.

Non-residential developments in the Greater Haight Ashbury area would mostly generate reverse commute direction transit trips. Such new ridership would utilize the available capacity on MUNI's PM peak hour inbound (i.e., toward downtown S.F.) lines.

Table 9-T
PM PEAK HOUR TRAFFIC AT MAJOR INTERSECTIONS

Volume-Capacity Ratio and Level of Service

<u>Intersection</u>	<u>Existing (1981)</u>	<u>Projected with Cumulative Development</u>
Stanyan & Turk	0.66 B	0.68 B
Stanyan & Fulton	0.97 E	0.98 E
Stanyan & Kennedy	0.95 E	0.96 E
Masonic & Haight	0.75 C	0.77 C
Seventh & Judah	0.75 C	0.77 C
Seventh & Kirkham	0.78 C	0.79 C

SOURCE: DKS Associates

See Table A-4, Appendix for explanations of level of service designations.

Table 10-T
PROJECTED PM PEAK HOUR MUNI RIDERSHIP

<u>MUNI Line</u>	<u>Direction</u>	<u>Projected New Ridership¹</u>	<u>Load Factors⁵</u>	
			<u>Existing²</u>	<u>Projected³</u>
5	from Downtown	7	1.12	1.1
	to Downtown	30	(3)	
	to Richmond District	14	1.12	1.1
21	to Downtown	15	(3)	
31	from Richmond District	2	(3)	
31BX	from Downtown	1	1.29	1.2
	from Richmond District	2	(3)	
	from Downtown	1	1.18	1.1
33	from Downtown via transfer	11	(4)	
	from Haight St. to	1	(3)	
	Park Hill area			
43	from Sunset District	6	(4)	
66L	from Downtown	2	1.02	1.0
	from Sunset District	2	(3)	
71	from Downtown	1	1.62	1.6
	from Sunset District	5	(3)	
	to Sunset District	1	1.62	1.6
N	from Downtown	50	1.68	1.7

- 1 DKS Associates, based on mode split and trip generation estimates made for each proposed project.
- 2 SFDGP, OER Guidelines: Transportation Impacts, September 1983.
- 3 MUNI does not survey load factor data for reverse commute direction ridership (i.e., trips to the downtown area during the PM peak hour) since in this reverse direction passenger loads are much lower and there is more available capacity.
- 4 MUNI does not determine load factor data for lines that do not serve the downtown area since these lines are generally less heavily utilized and have more available capacity during the PM peak hour.
- 5 Load factor is a measure of vehicle passenger load and can be used to indicate degree of overcrowding. MUNI determines the maximum number of passengers each mode can accommodate without impeding boarding and alighting and without affecting passenger comfort. This number is translated into a multiple of the seated capacity for each mode. For example, a load factor of 1.5 means that a vehicle is carrying half again as many people as are seated. Overcrowded conditions occur when the average peak-load factor (APL-load factor for a bus line averaged over a predetermined peak period) exceeds 1.5 for motor and trolley coaches and exceeds 2.0 for light-rail vehicles.

Proposed projects in the Greater Haight-Ashbury area would generate up to 10 new PM peak hour riders on each regional transit carrier. This number of new riders would cause undetectable impacts on the regional transit systems.

Parking Impacts

Cumulative Impacts - Table II summarizes the parking impacts of the Greater Haight-Ashbury area proposed developments. The net effect on the entire area of all proposed projects would be to add 446 more off-street parking spaces than the demand cumulatively generated by the proposed projects. This additional parking supply would be most noticeable in the area near UCSF and Kezar Stadium. The lot provided by the Polytechnic High School conversion would provide a surplus of over 300 on-street parking spaces. Although a surplus of off-street parking would be provided by most of the proposed projects, many employees would continue to park on-street in the residential areas. There are two reasons why this phenomenon would occur: on-street parking is convenient to get in and out of and in the Haight Ashbury Area it is usually free. A residential preferential parking district could be used to force employees to use the more expensive off-street parking that will become available as these projects are built. Keeping these possibilities in mind, the parking analysis shows that the projected parking supply for the proposed developments would exceed the maximum cumulative projected parking demand by about 446 spaces and that on-street parking would not increase.

A benefit to residents of and nighttime visitors to the Greater Haight-Ashbury area could be reaped by allowing public use of all or some of the 1,190 proposed off-street parking spaces at night. Such a practice, which currently occurs at the Sear's parking lots near the northern boundary of the study area, would help to relieve the area of some of the nighttime/overnight parking demand.

USF Health and Recreation Facility - The USF Health and Recreation Facility would generate a maximum demand for 34 new parking spaces between the hours of 6 and 7 PM on weekdays. The proposed project would provide one 162-space parking lot to replace the three lots (total of 184 spaces) that are currently on-site. The remaining 22 spaces would be provided elsewhere on campus by restriping existing lots. Thus, there would be no net increase in the parking supply while the project would create a new demand for 34 parking spaces. Field observations indicate that the parking space occupancy of the lots on the site of the proposed recreation facility falls to below 30 percent after 6 PM on weekdays.⁸ This indicates that about 130 parking spaces would be available to handle the new demand of 34.

St. Mary's Medical Office Building - Medical office building users (patients, physicians, office and ancillary function employees, business function people and ancillary function users) would generate a maximum demand for about 300 parking spaces between 2 and 3 PM on weekdays. The proposed project would provide a 375-space garage that would accommodate both the projected MOB demand and part of the already-existing St. Mary's Hospital visitor demand. Therefore, if its off-street parking were fully utilized, the proposed MOB's net effect on parking would be to relieve the on-street parking demand in the area by about 75 spaces.

Table 11-T

PARKING IMPACTS OF GREATER HAIGHT-ASHBURY AREA PROPOSED PROJECTS

<u>Proposed Project</u>	<u>Parking Supply</u>	<u>Maximum New Demand</u>	<u>Estimated Parking Supply Surplus</u>
USF Health and Recreation Facility	162 (net new spaces on-campus = 0)	34	See USF Co-gen Power Plant
St. Mary's Medical Office Building	375	300	75
USF Co-generation Power Plant	Shared w/USF Rec. Facility	2 (+34)	71
Cannes Apartments	8	9	-1
Urban School of San Francisco Expansion	5 (net new spaces	-6 = 4)	11
UCSF Polytechnic High School Conversion	600	290	310
Park Hill Residential	136	150	-14
UCSF Vision Research Module	0	6	-6
TOTAL New Spaces	1,124	875	446

NOTES: A positive parking supply surplus indicates that the maximum parking demand would be accommodated off-street. A negative parking supply surplus indicates that some parking would occur on-street. The estimated parking supply surplus pertains to a common parking demand peak for all of the proposed projects, not the individual project maximum parking demands.

SOURCE: DKS Associates

USF Co-generation Power Plant - The Power Plant would employ four persons over a 24-hour period with only one person working at any one time. During shift changes, assuming that all workers would drive, there would be a simultaneous parking demand for two spaces. The parking lot for the USF Health and Recreation Facility would be located on the roof of the power plant, thereby providing nearby, off-street parking for power plant operators.

Cannes Apartments - The Cannes Apartments' 8-units would generate a maximum demand for 9 parking spaces while an 8-car garage would be provided. The net effect would be that during the period of maximum demand (which would most likely occur when people visit the apartments in the evening), one car on the average would have to park on-street.

Urban School of San Francisco Expansion - The apartment building on-site currently generates a maximum parking demand for 7 spaces; the apartments have one parking stall serving this demand, implying that 6 on-street spaces are used at the time of maximum demand. The Urban School expansion would create no new demand for parking while removing the 7-space demand generated by the on-site apartments. The project would provide 5 parking spaces, representing an increase of three over the two spaces currently provided for the Urban School. The net effect of the project would be to remove both the 6-space on-street parking demand of the on-site apartments and four spaces of the on-street demand currently generated by the Urban School; in other words, the on-street parking supply in the area could be increased by 9 parking spaces.

Polytechnic High School Conversion - The maximum development proposal for the Polytechnic High School conversion would consist of two components: 230 dwelling units and 20,000 GSF of recreational space. The residential component would generate a maximum demand for about 253 parking spaces while the recreational component would generate a maximum demand for about 37 parking spaces. The two components' demands would most likely not occur at the same time, but in case they did, 290 spaces would be the maximum vehicle demand. The proposed project would provide 600 parking spaces for area residents, recreational facility users, UCSF campus users and Kezar Stadium users. The net effect would be to increase the off-street parking supply in the area by 310 spaces.

Park Hill Residential - The 136 dwelling units of this residential complex would generate a maximum demand for 150 parking spaces. The project would provide 136 parking spaces, so the net effect would be to have 14 additional on-street parkers in the area at the time of maximum demand (most likely on weekday evenings).

UCSF Vision Research Module - The new Vision Research Module would have 10 employees for which about 6 parking spaces would be needed to accommodate their projected demand. Other users of the Vision Research Module would not generate new parking demand since other UCSF campus facilities, not the module, would generate their trips. No parking would be provided by the project, so the net effect would be to increase parking demand by 6 spaces.

POSSIBLE IMPACTS OF OTHER PROJECTS

Golden Gate Park Transportation Plan - The Golden Gate Park Draft Transportation Plan was prepared in September, 1983 with final consultant recommendations concerning the plan published in January, 1984. Both the short-term and long-term actions recommended by the plan that would affect the Greater Haight-Ashbury area are summarized in Table 12. The prohibition of left turns from Kezar Drive and from Waller Street would not affect traffic generated by proposed projects in the area, since Kezar Drive would be used to get from Fell and Oak streets to Lincoln Way, a movement which does not involve the turns that would be prohibited by the Plan. The impact of the proposed closure of JFK Drive on Saturday and holidays would not be specifically on traffic generated by the proposed projects, but on traffic accessing Golden Gate Park. Closing JFK Drive would divert traffic to other streets within and surrounding Golden Gate Park. Some intersections, such as Stanyan and Fulton Streets and Seventh Avenue and Lincoln Way, may be impacted by this diverting traffic; however, these impacts would occur only on Saturdays which does not represent the worst-case time period analyzed in this section. Similarly, development of a shuttle program would directly impact Golden Gate Park patrons but not the proposed projects in the Greater Haight-Ashbury area.

Renovation of the existing Kezar Stadium parking area is a long-term element of the Plan that would affect the parking supply in the Greater Haight-Ashbury area; however, the future of this parking area is more dependent on the final proposal for the Kezar Stadium remodeling project than it is on the Plan. Similarly, constructions of the vehicle undercrossing of Kezar Drive at Arguello Blvd. and the pedestrian overcrossing at Sharon Meadow are dependent on actions proposed for the remodeling of Kezar Stadium. Such proposals would be examined in conjunction with the remodeling study and would supercede those of the Golden Gate Park Transportation Plan.

The construction of an undercrossing of Kezar Drive at Arguello Boulevard would allow the large traffic volumes which use Kezar Drive (35,100 vehicles daily) to cross Arguello Boulevard without being delayed. Traffic using Kezar Drive generated by the proposed developments would be through traffic, so not having access to Arguello Boulevard from Kezar Drive would not affect proposed projects in the Greater Haight-Ashbury area. A pedestrian overcrossing of Kezar Drive at Sharon Meadow would allow pedestrians easier access to the meadow but would not have an impact on pedestrians generated by proposed Greater Haight-Ashbury development.

Kezar Stadium Remodeling Project - The preliminary proposal for the project is to remodel the existing 55,000-seat stadium to be a 10,000 to 23,000 seat stadium and redesign and (possibly) reconstruct the existing 320-space parking area to be a 530 to 1,000 space lot or garage. The 5,000 seat Kezar Pavillion would not be affected by the remodeling. Since current events at Kezar Stadium do not attract more than about 5,000 people, an event that could fill a 23,000-seat stadium would have greater impacts than events at the large stadium do now. Potentially, 46,000 person-trips (one arrival trip and one departure trip per person) would be generated by the stadium during high-attendance events.

Table 12-T
GOLDEN GATE PARK TRANSPORTATION PLAN ELEMENTS

Short-Term Actions

Prohibit left turns from Kezar Drive to J.F. Kennedy Drive.
Close J.F. Kennedy Drive on Saturdays and holidays.
Develop demonstration shuttle program in East Park.
Prohibit left turns from Kezar Drive to Waller Street and from Waller Street to Kezar Drive.

Long-Term Actions

Construct vehicle undercrossing of Kezar Drive at South Drive and Arguello Blvd. upon determination of long-term feasibility of shuttle bus system.

Renovate existing Kezar Stadium parking areas.
Construct pedestrian overcrossing of Kezar Drive near Sharon Meadow.

SOURCE: Golden Gate Park Comprehensive Transportation Study: Draft Transportation Plan, September 1983 and Draft Transportation Plan -- Comment Summary and Final Consultant Recommendations, Jefferson Associates, Inc. January 1984.

The time that events would be held would be an important factor in determining the transportation impacts of the remodeled stadium. High attendance events would most likely be held on weekends and on weekday evenings. It is possible that, for some events, trips arriving at the stadium could occur during the PM peak hour, thereby adding to commute period traffic.

A survey of patrons of sports events held at Candlestick Park¹¹ showed a mode split of 84 percent auto, 8 percent MUNI and 8 percent charter bus. Applying the splits to Kezar Stadium and an average vehicle occupancy rate of 3 persons per car (also obtained from the survey), a 23,000-seat event would generate about 6,200 two-way vehicle trips of which 6,100 would be made by autos. These trips would impact traffic operations in the Greater Haight-Ashbury area especially in the vicinity of the stadium. A 10,000-seat stadium would have lesser impacts, generating about 2,700 two-way vehicle-trips.

The parking demand generated by a 23,000-attendance event would be for about 6,200 vehicles. Some of the vehicles would park at Kezar's lot, but most of them would have to find space in Golden Gate Park, in residential areas near the stadium and on the campus of UCSF (if stadium event parking were allowed there).

REFERENCES

- 1 As described in a letter dated April 12, 1983 to Toby Rosenblatt, President of the San Francisco Planning Commission, from 7 members of various organizations representing the Greater Haight Ashbury area.
- 2 City of San Francisco Master Plan, Transportation Element, reprinted, January 1983.
- 3 City and County of San Francisco, 24-Hour Traffic Flow Map, 1973 as compared with the 24-Hour Traffic Flow Map, 1979-1982.
- 4 San Francisco MUNICIPAL Railway, Short-Range Transit Plan 1984-1989, June 1984.
- 5 1980 United States Census data.
- 6 Chuck White, USF director of intramural athletics, telephone conversation, May 4, 1984.
- 7 A person-trip is defined as the arrival or departure one person to or from a particular location.
- 8 City of San Francisco Department of City Planning, "Project List for Cumulative Impacts Assesment," February 1984.
- 9 DKS Associates Survey, May 9, 1984.
- 10 Deborah Learner, "Kezar Stadium Alternatives to be Analyzed for Greater Haight-Ashbury Cumulative Report," memorandum, May 1984 and telephone conversation, May 29, 1984.
- 11 Deborah Learner telephone conversation, August 20, 1984
- 12 City of San Francisco, Stadium Feasibility Study, Volume I: Research and Data, 1983.

AIR QUALITY*

Direct Emissions

All of the proposed projects with the exception of the Kezar Stadium remodeling would be a direct source of air pollutants in the form of exhaust gases combusted for space or water heating. In addition, the University of San Francisco co-generation project would generate electricity as well as steam for space-heating.

The heating requirements of the projects are to be met by the combustion of natural gas. Natural gas is a relatively clean-burning fuel and results in no visible plume. Exhaust gases would be generally emitted at rooftop level and would be diluted before reaching ground level.

The projects are generally widely spaced throughout the Greater Haight-Ashbury area, minimizing the potential for local cumulative effects due to fuel combustion. The University of San Francisco co-generation proposal, however, would provide heat to the U.S.F. campus and the nearby St. Mary's Hospital and the proposed St. Mary's Medical Office Building. The local impacts of the medical office building and the co-generation facility are therefore not cumulative, but are combined. The combined impact of these projects on regional air quality is discussed later in this analysis.

Indirect Emissions

The nine proposed projects would act as indirect sources of air pollutants by attracting auto traffic. Because of the varying nature of the projects, trip generation would vary. For example, residential and office uses generate trips every day with peaks in the morning and evening, while the Kezar Stadium remodeling would result in trips only a few days per year with a peak before and after an event.

Daily auto trip generation is estimated at 5,630 due to the 8 non-stadium projects. Total Vehicle Miles Travelled is estimated at 42,000 with an average trip length of 7.5 miles.

This additional travel would have cumulative effect on both local and regional air quality. Higher traffic volumes along roads within the Greater Haight-Ashbury area would cause increased concentrations of local pollution along roadways and near intersections. Regionally, the additional trip generation due to the projects would increase the pollution burden within the Bay Area airshed.

* This Section references figures and tables with the suffix "A".

Local Air Quality Effects

On the local scale carbon monoxide (CO) is the most important pollutant emitted by automobiles. Projected CO concentrations for 1985 with the proposed projects were calculated for three streets and six intersections near the project (excluding the Kezar Stadium remodeling). The street segments analyzed were selected on the basis of maximum traffic (and therefore air quality) impact. The intersections analyzed were those critical intersections where traffic volume data was available. These results are shown in Tables 1-A and 2-A. The results represent the exposure a person would have at the worst curbside location during worst-case meteorological conditions. The highest concentrations would occur during the P.M. peak traffic period, most likely on a winter evening.^{1,2}

The results indicate that no violations of State or Federal air quality standards (35 and 20 ppm for 1-hour, 9 ppm for 8-hour) would occur with the proposed projects. Since CO concentrations drop off rapidly with distance from curbside, occupants of nearby buildings would be exposed to lower concentrations of CO than reported in Tables 1-A and 2-A. The maximum impact of the projects would be to increase CO concentrations by as much as 0.4 ppm for the peak 1-hour traffic period and by as much as 0.1 ppm for the peak 8-hour traffic period.

Regional Air Quality Effects

Regional auto emissions are directly related to Vehicle Miles Travelled (VMT). The 42,000 cumulative daily VMT associated with the projects would generate a daily emission burden as shown in Table 3-A. For this calculation, emission factors for 1985 provided by the Bay Area Air Quality Management District were used with an assumed overall trip speed of 20 mph. Also shown in Table 3-A is daily emissions projected for the University of San Francisco co-generation project.

The cumulative increases in regional emissions vary from 0.002 to 0.056 percent, depending on the pollutant. Increases of this magnitude would have an impact downwind of San Francisco that would be too small to be measured or modelled accurately.

1. Calculations were made using the procedures recommended in California Air Resources Board, Research Division, Air Quality Modeling Section, Estimating Carbon Monoxide Concentrations for Hot Spots Analysis, Sacramento, CA, May 1980.

2. Background concentrations were assumed to equal 50% of highest measured values in 1982 at the Twenty-third Street monitoring site.

Table 1-A: Predicted 1985 Mid-block Curbside
Worst-Case Concentrations of
Carbon Monoxide¹

<u>Street</u>	<u>Location</u>	<u>Concentration (ppm)</u>			
		<u>Peak 1-hour</u>		<u>Peak 8-hour</u>	
		<u>Existing</u>	<u>With Project</u>	<u>Existing</u>	<u>With Project</u>
Fulton St.	Stanyon to Arguello	10.2	10.5	5.9	6.0
Fell St.	Masonic to Stanyon	12.6	13.0	6.8	6.9
Oak St.	Stanyon to Masonic	12.0	12.4	6.6	6.7

1. Federal and State standards are 9.0 ppm for the 8-hour period.
The Federal 1-hour standard is 35 ppm, the State standard is 20 ppm.

Table 2-A: Predicted 1985 Intersection Curbside
Worst-Case Concentrations of
Carbon Monoxide¹

<u>Intersection</u>	<u>Concentration (ppm)</u>			
	<u>1-hour</u>		<u>8-hour</u>	
	<u>Existing</u>	<u>With Project</u>	<u>Existing</u>	<u>With Project</u>
Stanyon/Fulton	11.2	11.4	5.7	5.8
Stanyon/Kennedy	16.2	16.2	7.0	7.0
Masonic/Haight	9.0	9.0	5.2	5.2
Stanyon/Parnassus	7.8	7.8	4.9	4.9
Seventh Ave./Judah	9.1	9.1	5.3	5.3
Seventh Ave./Kirkham	8.9	8.9	5.2	5.2

1. Federal and State standards are 9.0 ppm for the 8-hour period.
The Federal 1-hour standard is 35 ppm, the State standard is 20 ppm.

A review of the Bay Area Air Quality Plan found that the proposed projects would be consistent with the growth projections and the specific transportation control measures contained in the Plan.¹ There are no conflicts between the growth assumptions and transportation goals and strategies in the Plan and the individual projects.

Table 3-A: Daily Air
Pollutant Emissions

<u>Pollutant</u>	<u>1987 Projected Regional Emissions¹ (tons/day)</u>	<u>Cumulative Auto-Related Emissions (tons/day)</u>	<u>U.S.F. Cogeneration Plant Emissions² (tons/day)</u>	<u>Total (tons/day)</u>	<u>Percent of Regional Emissions</u>
Nitrogen oxides	692	0.09	0.27	0.36	0.052
Carbon monoxide	3,367	1.26	0.03	1.29	0.038
Hydro- carbons	797	0.10	0.001	0.100	0.012
Sulfur dioxide	435	0.001	0.0002	0.01	0.002
Total suspended particulates	192	0.011	neg.	0.011	0.056

1. Association of Bay Area Governments, BAAQMD, MTC, 1982 Bay Area Air Quality Plan, 1982.

2. Robert Cowden, Bendix Environmental Research, Inc., Written communication dated 14 May 1984.

NOISE

APPROACH

The following approach was undertaken to determine the potential cumulative noise impacts associated with the nine projects. Where environmental noise assessments have been prepared, they were reviewed to determine the extent of the impacts associated with each project in the following three areas: construction noise, operations noise, and traffic noise. For those projects for which studies have not been prepared (Kezar Stadium remodeling and the UCSF Polytechnic High School conversion), a qualitative noise analysis was performed based on information provided by the project sponsors. The next step was to examine the distance between the projects to determine which areas in the community could be subjected to simultaneous construction noise or operational noise impacts from the various projects. The third step was to review the transportation impacts analysis of development in the greater Haight-Ashbury area prepared by DKS Associates.

FINDINGS

Four of the projects (the Cannes Apartments, the Urban School expansion, the St. Joseph's Hospital conversion, and the UCSF Vision Research Laboratory Building) are at the closest 1500 feet removed from each other or any of the other projects. The environmental analysis for each of these projects indicates that the only potentially significant impact for any of these projects would be during construction. In all cases, the major construction noise impacts would occur at residential and commercial land uses surrounding each project site. Because of the presence of many buildings between these projects, the construction noise levels generated at any one of these sites would be significantly diminished to the extent that persons most heavily impacted by the construction of any one of these four projects would not hear the construction of any of the others. Persons not directly adjacent to one construction site, but for example halfway between any two projects, could potentially hear some construction noise emanating from one or more of these projects, but due to the generally high background sound levels in the area and the shielding provided by distance and intervening structures, we calculate that the resulting

construction noise levels would at most be barely audible, and that even if construction of these projects took place concurrently, the cumulative effect of construction noise impacts would not be significant. Operations generated noise levels associated with these projects were assessed for each environmental assessment to be minimal for each of these projects when measured at the nearest sensitive receptor. A person would not notice noise generated by any of the other projects, and therefore there would be no cumulative operations noise associated with these four projects.

The Kezar Stadium remodeling project and the Polytechnic High School conversion are located across Lincoln Avenue from each other. While neither one of these projects is well-defined at this time, it appears that the surrounding residential area could be exposed to construction noise from both of these projects. If the projects were undertaken at the same time, the effect would be to expose the closest residences to more intense construction noise for a given time than would occur if the projects were done at different times. If the projects were undertaken at different times, these residences would be exposed to lower construction noise levels, but for a longer period of time. These impacts would extend for approximately one residential block in each direction from these two projects. When completed, only the Kezar Stadium project has the potential for generating significant operational noise. These would be noise levels generated by sports activities, outdoor concerts, etc. As it is anticipated that insignificant noise would be generated by the converted Polytechnic High School, there would be no cumulative noise impact after the completion of these two projects.

For this analysis, the two USF facilities, the recreation center and the cogeneration facility, have been combined into one project. They would be constructed in the vicinity of the intersection of Stanyan and Turk Streets and would be located approximately 1,000 feet from the St. Mary's medical office building project. Construction noise associated with these projects would affect the nearest residential land uses. Because of the dense development in this area, persons exposed to high construction noise levels of one project would experience noise levels associated with the other project that would at most be just detectable above the background sound levels in the area. Persons located halfway between would be exposed to relatively low noise levels from either project. The cumulative construction noise impacts associated with these

projects would be minimal. Both the MOB and USF projects have been designed to have little impact on adjacent residential development during operation, and therefore would have no impact on those residences located in a position necessary to experience cumulative noise impacts.

Traffic generated by the nine projects has been evaluated by DKS Associates. Based on their analysis, the greatest cumulative increase in traffic would be a 6% increase in the average daily traffic on Fell Street and on Fulton Street west of Stanyan. This increase in traffic volume would result in an increase in noise along these streets that would not be detectable.

In conclusion, we find that there will be no perceptible cumulative noise impacts associated with the traffic generated by these projects or by the operations noise generated after completion of the projects. There is the potential for either slightly higher noise levels during construction or an increased amount of time persons might be exposed to construction noise for residents located in the vicinity of Kezar Stadium and the Polytechnic High School, or in the vicinity of the USF recreation center/cogeneration facility and the St. Mary's medical office building.

Construction Impacts

Traffic

Most of the subject projects are distant enough from each other that only construction traffic effects could accumulate. The probable location of such accumulation would be the Fell/Oak pair. If the St. Mary's MOB and USF projects and the Polytechnic and Stadium projects were constructed concurrently, the streets surrounding these projects would also receive the effects of cumulative construction traffic.

The estimated peak number of round trips per day for construction trucks is 35 for the Park Hill project, 104 for St. Mary's MOB, 8 for the USF projects and 20 for the Vision Research Laboratory for a total of 167.¹ Some construction phases of these projects could overlap but it is unlikely that the phases creating the peak volumes (usually excavation) would overlap. The estimated peak number of trips for construction workers would be 115 for Park Hill, 25 for St. Mary's MOB, 130 for the USF projects, and 35 for the Vision Research Laboratory for a total of about 300 trips. Construction workers would be at the construction sites when the truck trips for the various operations would be made so very few of the operations trips would overlap with the commute trips of the construction workers.

Since the Fell/Oak Street pair is the major traffic corridor serving the Greater Haight Ashbury area, it is possible that the majority of the construction trips could use some portion of it. A certain portion of them (especially the personal trips to work) would undoubtedly use routes that did not involve the pair. In the very unlikely event that all the subject project's construction phases created their peak construction traffic at the same time, and assuming all operational traffic and 50% of the workers traffic used a single segment of the Fell/Oak corridor, about 450 trips per day would be added to each of these two streets, an increase in traffic volume of less than 2%. These assumptions use high values to represent a worst case scenario. Not all construction operations traffic or 50% of the construction commute is likely to use the Fell/Oak corridor, and not all projects would be likely to create their peak construction traffic at the same time.

If construction of the St. Mary's MOB and the USF projects coincided, traffic effects would be more concentrated. If both projects were under construct with the phase that would generate the greatest volume of truck trips, a total of 112 per day would visit this vicinity. Shrader Street may be too steep along the MOB frontage to use it consistently for truck trips to the MOB site. This would place more trips on Fulton and Stanyan Streets, two streets offering major access to the USF projects. Such cumulative construction traffic would probably exacerbate the already congested condition of the Fulton/Stanyan intersection. However, Turk Blvd. and Geary to Stanyan Street are two logical alternative routes to USF. Nearby construction is a factor taken into account by the Department of Public Works when routes for construction operations traffic are developed.

If the stadium and Polytechnic projects were constructed concurrently, there would be local cumulative construction traffic effects but since these potential projects are not well defined, trip generation figures and specific routes and construction staging areas can not be analyzed.

Noise

The MOB and USF projects and the Kezar Stadium and Polytechnic projects would be close enough together for some phases of their construction noise to be heard from the same residential locations. Construction of a single project may be quite noticable from a particular residential location but, as indicated in the noise impact section, there is no such location that is likely to receive an additional amount of noise from another project that would significantly increase the total volume.

1. Data for both the number of construction truck trips and the number of worker commute trips in this paragraph is from the following sources: for Park Hill from Park Hill EIR, op cit. p. 126 (trucks) and p. 53 (workers); for St. Mary's from DKS Associates; for the USF projects from Ameroso Construction Co. and Bendix Environmental Research, Inc.; for the Vision Research Laboratory from The Regents of the University of California, Final Environmental Impact Report, Vision Research Laboratory, June, 1984, Draft EIR Section p. 78. Construction truck traffic can vary greatly from project to project depending upon whether excavation is necessary and the kind of building materials used. The USF recreation facility would require excavation but would dispose of the soils elsewhere on the site.

Growth Inducement

The environmental effects of growth inducement are very indirect. In order for a proposed project to affect the environment in this way, it would first have to cause other development which would not have occurred otherwise. That other development would have the environmental effects in question. Any analysis of this chain of events can only be very general because of the speculative nature of the amount and type of development that might be induced.

The type of development induced would probably depend upon the type of use encouraging it. The demand created by medical institutions would probably be for different services than that created by residential uses. Employees in general would demand food and the "convenience" retail items. Visitors to a particular use (such as patients to a medical clinic) would probably not have as strong an effect on demand, as an individual visitor is usually just concentrating on the goods or services offered by the establishment representing the original object of the visit. Some establishments offering goods for convenience or impulse buying could find a marginal market with such visitors, however. Residents, on the other hand, demand a great range of goods and services. Those goods and services which need to be repurchased most frequently are those which are encouraged by market forces to develop in the immediate area.

It is impossible to determine, even after the fact, how much of the growth encouraged by development might be the result of the cumulative effect of more than one development. To the extent that uses auxiliary or "symbiotic" to medical institutions clustered closer to one institution than another, they might not be considered to be the product of a cumulative effect. However, some of the increase in demand for such goods and services from both institutions could accumulate in the Haight Street commercial area, since it is generally central to the UCSF and St. Mary's sites. Much of the increased demand for local goods and services from the projects analyzed in this report would probably be concentrated on the Haight Street and Cole Street commercial areas, although some would go to the Inner Sunset area (UCSF and Polytechnic), Geary Street (St. Mary's, UCSF and Cannex) and Market and Castro Streets (Park Hill).

The amount of growth induced would depend upon the margin of capacity existing suppliers of goods and services might have to meet the increased demand for their goods and services. Food services are offered at St. Mary's and USF for employees and students. St. Mary's cafeteria offers a discount to St. Mary's employees, most of whom receive only a half hour lunch period. The cafeteria offers a variety of choices and seems to be acceptable to the employees.¹ To the degree these services and the alternative of "brown bag" lunches don't fulfil the desires of their clients, there could be incentive to develop private food services in the immediate vicinity, zoning regulations permitting. A large variety of food services and other goods and services are already available in the Haight/Cole districts and other commercial areas in and around the Greater Haight Ashbury area.

One kind of growth inducement which concerns residents of the area is that which could be brought about by the immigration of more wealthy residents. The feared effect is the possible increase in competition for housing with concurrent increases in rents and housing sale prices. In order to accurately analyze this potential effect, the number of employees holding jobs created by the projects covered who would seek housing in the study area would have to be determined. The Greater Haight Ashbury area is a relatively small housing market within San Francisco and is therefore more sensitive to individual factors determining the housing market than is the total market available to employees of the projects involved. While this fact could allow the area to experience a greater effect than the market as a whole, it also prohibits an accurate prediction of that effect. There are many factors affecting the choice of housing and such a small market does not allow the factors to average out. For example, the number of houses for sale at a given time in the area would not necessarily correspond to that proportion in the larger market. Likewise, the Greater Haight Ashbury area does not offer the variety of housing style, life style or community facilities that is available in the metropolitan area. It could be assumed that about 60% of the employees holding new jobs created by the subject projects would choose to seek housing in San Francisco.² Assuming the unlikely prospect of all of these people seeking to live in the Greater Haight Ashbury area, the subject housing projects would provide enough new housing to accomodate the additional demand as shown below.

The St. Mary's MOB is expected to attract about 1,077 patients per day.³

The USF recreation center would be designed to be an intramural facility with no audience accommodations; therefore, it is expected to be used only by students and faculty of the college and by a small number of alumni and neighborhood residents. The UCSF vision laboratory is designed to accommodate existing functions, removing them from their present, cramped quarters and lowering the density of other buildings on campus, and is expected to create no more than 10 new jobs. St. Mary's MOB would provide jobs for about 345 new persons and the USF Cogeneration facility would create 4 new jobs for a total of about 360.⁴ The number of new residents expected to be accommodated by the subject residential projects would be 238 by Park Hill, 16 by Cannes Apartments and 465 at the Polytechnic site for a total of about 720.⁵

1. Cathy Garcia, Director of Planning, St. Mary's Hospital and Medical Center; telephone conversation, 9/21/84.
2. Based upon a survey by St. Mary's Hospital and Medical Center which showed that 60% of its existing employees live in San Francisco. This compares to 40% assumed for the formula included in the City's Office Housing Production Program adopted by the City Planning Commission on January 22, 1982. The St. Mary's survey indicated that 6% of its staff lives in the Haight Ashbury area.
3. Projection offered by Sedway Cooke and Associates, environmental consultants for St. Mary's MOB EIR.
4. Employment estimates are from The Regents of the University of California, Final Environmental Impact Report, Vision Research Laboratory, June, 1984, Draft EIR Section p. 77, from Sedway Cooke and Associates, environmental consultants for the St. Mary's MOB EIR and from Bendix Environmental Research Inc., environmental consultants for the Cogeneration facility.
5. The information for Park Hill was derived from a formula for persons per unit found in S. F. Dept. of City Planning, Final Environmental Impact Report, Park Hill Residential, Certified June 30, 1983, p. 68, but applied to the number of units finally authorized vs. the number analyzed in the EIR. Estimates for the other two developments are based upon the average occupancy per unit in their relative 1980 census tracts.

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Park Hill, Cannes Apartments and Urban School expansion are no longer under review by the Department of City Planning. Information about them has been provided by records of the Department.

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APPENDIX A-V

APPLICABLE ZONING REGULATIONS FOR PROJECT SITES IN THE GREATER HAIGHT ASHBURY NEIGHBORHOOD

<u>Project</u>	<u>Existing Zoning District</u>	<u>Existing Height and Bulk District</u>	<u>Comments</u>
1. St. Joseph's Hospital Conversion	RH-2	80-E, 50-X	Received conditional use au- thorization for a Planned Unit Development.
2. USF Health and Recreation Center/ Cogeneration Facility	RH-2	40-X, 80-D	Would need conditional use authorization.
3. St. Mary's Medical Office Building	RH-3	80-D	Seeking conditional use au- thorization for a Planned Unit Development.
4. UCSF Vision Research Laboratory	Public	40-X	As a State agency, UC is exempt from local zoning regulations.
5. Polytechnic High School Conversion	Public	40-X	Would require rezoning. Urban Design Plan indicates height guidelines of 89-160 feet and above 80 feet, maximum plan di- mensions of 110 feet and maximum diagonal dimensions of 125 feet.
6. Kezar Stadium Reuse	Public	Open Space	Urban Design Plan designates site as Open Space, and any develop- ment is subject to review.
7. Cannes Apartment	RH-3	40-X	Seeking rezoning to RM-1.
8. Urban School of San Francisco	RM-1	40-X	Seeking conditional use authorization.

Description and Purpose of Zoning Districts (City and County of San Francisco, Planning Code, Sec. 206, 234, 1979)

- RH-2: Residential, House District, Two-Family. These districts are devoted to one-family and two-family houses, with the latter commonly consisting of two large flats, one occupied by the owner and the other available for rental. Structures are finely scaled and usually do not exceed 25 feet in width or 40 feet in height. Non-residential uses tend to be quite limited.
- RH-3: Residential, House District, Three-Family. These districts have many similarities to RH-2 districts, but structures with three units are common in addition to one-family and two-family houses. The predominant form is large flats rather than apartments, with lots 25 feet wide, a fine or moderate scale and separate entrances for each unit. Non-residential uses are more common in these areas than in RH-2 districts.
- RM-1: Residential, Mixed District, Low Density. These districts contain a mixture of the dwelling types found in RH districts that broaden the range of unit sizes and the variety of structures. A pattern of 25-foot to 35-foot building widths is retained, however, and structures rarely exceed 40 feet in height. The overall density of units remains low, buildings are moderately scaled and segmented, and units or groups of units have separate entrances. Non-residential units are often present to provide for needs of residents.
- RM-2: Residential, Mixed District, Moderate Density. These districts are similar to RM-1 districts, but the overall density of units is greater and the mixture of building types and unit sizes is more pronounced. Building widths and scales remain moderate, and considerable outdoor space is available. The unit density permitted requires careful design of new structures in order to provide adequate amenities for the residents.

P: Public Use District. This district is applied to land that is owned by a governmental agency and in some form of public use, including open space.

Height and Bulk Districts (City and County of San Francisco, Planning Code, Article 2.5, 1979)

Height and bulk districts are identified by a numerical and alphabetical designation. The numerical portion indicates the height of the district in feet; the alphabetical portion indicates the bulk limits, by specifying maximum plan dimensions for buildings and structures in the district. Applicable bulk limits are described below.

X: In cases where the height limit is 65 feet or less, maximum building widths depend on the average slope of the curb or ground.

<u>Average Slope of Curb or Ground From Which Height is Measured</u>	<u>Maximum Width for Portion of Building That May Be Measured From a Single Point</u>
5 percent or less	No requirement
More than 5 percent but no more than 15 percent	65 feet
More than 15 percent but no more than 20 percent	55 feet
More than 20 percent but no more than 25 percent	45 feet
More than 25 percent	35 feet

D: Above 40 feet in height, maximum plan dimensions are 110 feet in length and 140 feet along the diagonal.

E: Above 65 feet in height, maximum plan dimensions are 110 feet in length and 140 feet along the diagonal.

Open Space: Height and bulk shall be determined in accordance with the objectives and policies of the Master Plan.

Appendix B - Transportation

The tables in this appendix contain some supporting details for the Transportation Setting and Transportation Impacts subsections of this report. Table A1-T lists the roadway geometrics for major streets in the Greater Haight-Ashbury area. Table A2-T lists nearby (within walking distance of about 1500 feet) transit service and stops for each proposed project, and Table A3-T shows the PM peak hour inbound/outbound splits that were used in performing the traffic analysis for cumulative development. Finally, Table A4-T explains the level of service designations used in Table 9-T in this report.

Table A1-T
STREET GEOMETRY IN THE GREATER HAIGHT-ASHBURY AREA

<u>Street</u>	<u>Number of Lanes and Direction of Travel</u>
Turk Boulevard	4, two-way
Fulton Street	2, two-way
Hayes Street	2, two-way
Fell Street	4, one-way westbound
Oak Street	4, one-way eastbound
Haight Street	2, two-way
Lincoln Way	4, two-way
Parnassus Avenue	2, two-way
Stanyan Street	2, two-way, 17th Street to Frederick Street
	4, two-way, Frederick Street to Fulton Street
	2, two-way, north of Fulton Street
Masonic Avenue	2, two-way, Upper Terrace to Waller Street
	4, two-way, Waller Street to Fell Street
	6, two-way, Oak Street to Fell Street
	4, two-way, north of Fell Street
Kezar Drive	4, two-way, Lincoln Way to Waller Street
	3, two-way, Waller Street to Kennedy Drive

SOURCE: DKS Associates

Table **A2-T**
TRANSIT SERVICE AND STOPS NEAR PROPOSED PROJECTS

<u>Proposed Project</u>	<u>MUNI Service and Stops</u>	
USF Health and Recreation Facility,	31,31BX	Turk Boulevard and Stanyan Street
USF Co-generation Power Plant and	5	Fulton Street and Parker Avenue
St. Mary's Medical Office Building	21	Stanyan Street and Fulton Street
	44	Masonic Avenue and Fulton Street
Cannes Apartments	5	Fulton Street and Baker Street
	21	Hayes Street and Baker Street
	6,7,66L,71	Haight Street and Buena Vista Avenue East
The Urban School of SF expansion	21	Hayes Street and Masonic Avenue
	6,7,66L,71	Haight Street and Masonic Avenue
	33	Waller Street and Ashbury Avenue
	37	Masonic Avenue and Haight Street
	43	Masonic Avenue and Haight Street
USCF Polytechnic High School conversion	81	Frederick Street and Wilbur Street
	N	Carl Street and Arguello Boulevard
	6,43,66L	Parnassus Avenue and Hillway Avenue
Park Hill Residential	37	Park Hill Avenue and Buena Vista Avenue East
	N	Duboce Avenue and Noe Street
	24	Castro Street and Duboce Street
UCSF Vision Research Modula	N	Irving Street and 3rd Avenue
	6,43,66L	Parnassus Avenue and 4th Avenue

SOURCE: MUNI Bus Stop File, August 24, 1983.

Table A3-T
PM PEAK HOUR INBOUND/OUTBOUND TRIP SPLITS

<u>Proposed Project</u>	<u>Inbound</u>	<u>Outbound</u>
USF Health and Recreation Facility	100%	0%
St. Mary's Medical Office Building	21	79
USF Co-generation Power Plant	50	50
Cannes Apartments	62	38
The Urban School of SF Expansion	62	38
UCSF Polytechnic High School conversion	61	39
Park Hill Residential	62	38
UCSF Vision Research Module	0	100

SOURCE: DKS Associates

See Table 4 for list of sources used.

TABLE A4-T
LEVELS OF SERVICE DEFINITIONS
FOR SIGNALIZED INTERSECTIONS¹

Level of Service A

Level of Service A describes a condition where the approach to an intersection appears quite open and turning movements are made easily. Little or no delay is experienced. No vehicle waits longer than one red traffic signal indication. The traffic operation can generally be described as excellent.

Level of Service B

Level of Service B describes a condition where the approach to an intersection is occasionally fully utilized and some delays may be encountered. Many drivers begin to feel somewhat restricted within groups of vehicles. The traffic operation can generally be described as very good.

Level of Service C

Level of Service C describes a condition where the approach to an intersection is often fully utilized and back-ups may occur behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so. The driver occasionally must have to wait more than one red traffic signal indication. The traffic operation can generally be described as good.

Level of Service D

Level of Service D describes a condition of increasing restriction causing substantial delays and queues of vehicles on approaches to the intersection during short times within the peak period. However, there are enough signal cycles with lower demand such that queues are periodically cleared, thus preventing excessive back-ups. The traffic operation can generally be described as fair.

Level of Service E

Capacity occurs at Level of Service E. It represents the most vehicles that any particular intersection can accommodate. At capacity there may be long queues of vehicles waiting upstream of the intersection and vehicles may be delayed up to several signal cycles. The traffic operation can generally be described as poor.

Level of Service F

Level of Service F represents a jammed condition. Back-ups from locations downstream or from the cross street may restrict or prevent movement of vehicles out of the approach under consideration. Hence, volumes of vehicles passing through the intersection vary from signal cycle to signal cycle. Because of the jammed condition, this volume would be less than capacity.

¹ City and County of San Francisco, Department of Public Works, Traffic Engineering Division.

